

Disturnell's
GUIDE TO
NEW-MEXICO
CALIFORNIA
& Oregon;
WITH A MAP.

A. G. Smith.

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THE
EMIGRANT'S GUIDE

TO
NEW MEXICO, CALIFORNIA,
AND
OREGON:

GIVING THE DIFFERENT
OVERLAND AND SEA ROUTES.

COMPILED FROM RELIABLE AUTHORITIES.

WITH A MAP OF NORTH AMERICA.

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Entered according to Act of Congress, in the year 1849,

BY J. DISTURNELL,

In the Clerk's Office of the District Court of the United States for the
Southern District of New York.

CALIFORNIA IN 1850.

THE following descriptions of the new and thriving cities and towns in California, are copied from the most reliable sources, and are believed to furnish a faithful account of the most noted places, many of which have sprung into existence, as if by magic, since the discovery of the extensive *gold placers*, on the tributaries of the Sacramento River, in the early part of 1848. :—

SAN FRANCISCO, situated on a spacious bay of the same name, near its outlet, into the Pacific Ocean, is increasing in population and wealth, in a most rapid ratio; the present population, (January, 1850,) being estimated at 20,000. A year ago it was about 500. The increase since that time has been made in the face of the greatest disadvantages under which a city ever labored; an uncultivated country, an ungenial climate, exorbitant rates of labor, want of building materials, imperfect civil organization—lacking everything, in short, but gold dust and enterprise. Vessels of almost every class and nation, now crowd the harbor, giving life and animation to this important mart of commerce.

The following glowing account of the growth of San Francisco, is from the pen of B. Taylor, Esq., correspondent of the *New York Tribune* :—

“ The morning after I reached here, I went about the town to note the changes and improvements. I could scarcely believe my eyes. The northern point, where the bay pours its waters into the Golden Gate, was covered with houses nearly to the summit—many of them large three-story warehouses. The central and highest hill on which the town is built, was shorn of its chaparral, and studded with tents and houses; while to the eastward the streets had passed over the last of the three hills, and were beginning to encroach on the Happy Valley. The beautiful crescent of the harbor, stretching from Rincon Point to Fort Montgomery, a dis-

tance of more than a mile, was lined with boats, tents, and warehouses, and near the latter point, several piers jutted into the water. Montgomery street, fronting the Bay, had undergone a marvellous change. All the open spaces were built up, the canvas houses replaced by ample three-story buildings, an exchange with lofty sky-light, fronted the water, and for the space of half a mile, the throng of men of all classes, characters, and nations, with carts and animals, equaled Wall Street, New York.

"In other parts of the town the change was equally great. Tents and canvas-houses had given place to large and handsome edifices, blanks had been filled up, new hotels opened, market-houses in operation, and all the characteristics of a great commercial city fairly established. Portsmouth Square was filled with lumber and house-frames, and nearly every street in the lower part of the city, was blocked up with goods. The change which had been wrought in all parts of the town, during the last six weeks, seemed little short of magic. At first I had difficulty in believing that what I looked upon was real, so utterly inadequate seemed the visible means for the accomplishment of such wonderful ends."

PUEBLO DE SAN JOSE is situated on Santa Clara Creek, six or seven miles above the head of navigation, and about forty miles south of San Francisco. It is in the centre of a very large and beautiful agricultural country, and near the celebrated quicksilver mines. The seat of government has been located at San Jose, by the convention organizing the State Constitution, and will no doubt soon become a large inland town. Already have they commenced erecting a two-story adobe house for Legislative purposes. The climate of this place is represented as being most delightful and healthy; the prevailing bleak coast winds not penetrating into the beautiful fertile valley in which San Jose is situated. Population, estimated at 4000, many of whom have flocked to this place within the last few months.

SAUSALITA is situated on the north-west side of the bay of San Francisco, near its mouth, or entrance into the Pacific Ocean. There is a small plain bordering on the bay, but in the rear very high mountains. There is good water near the beach, and at this point all the vessels from San Francisco get their water, from the fact that it cannot be obtained at the latter place. The mountains in the rear of Sausalita, to a very great extent, cut it off from the country, though there is a large and fertile country lying north-east. It has one of the best anchorages to be found in the whole bay. In addition to its agricultural resources, there is a great deal of valuable timber; but so far no minerals, of much importance, have been discovered.

SONOMA is situated in a valley, on a stream, at the head of tide-water, about forty-five miles north of San Francisco. It is not so large a valley as many others, but very fertile, and surrounded by the most picturesque scenery, and a climate moderated from the cold winds of the coast, by the high mountains which intervene. This is the oldest town on the north side of the bay, and is rapidly increasing in population and wealth.

ST. LOUIS.—This town is laid out at the embareadero on the Sonoma Creek. It has several small houses. Like Sonoma, its importance will depend entirely upon the introduction of the pursuit of agriculture into the valley.

SAN RAFAEL.—This town is laid out at the old Mission of the same name, on the north side of the bay of San Francisco. It is a pleasant site for a town, and when the resources of its undulating, wooded, and arable back country shall be developed, it will become an important point.

NAPA is situated on the Napa River, near the head of tide-water, and in one of the most fertile and beautiful valleys in the world, about fifty miles long and four wide.

BENICIA is situated on the north-east side of the bay of San Francisco, and at the straits of Carquinez. The site is a very favorable one for convenience of building, being an inclined plane, about one mile wide and three long, with low, rolling hills in the rear; but none of them having any trees upon them, but are covered with oats. The grant extends to the edge of the deep water, making a natural wharf. The large merchant ships lie along side of the bank, and form a stage of two spars, and discharge their cargoes as they do at New Orleans. It is thirty-five miles from the mouth of the bay; and although small barques and brigs may go higher up, it is the head of navigation for large ships. Present population estimated at 1000, many of whom reside on on board vessels moored to the shore. There is a bay, called the Suisoon Bay, between Benecia and the mouths of the Sacramento and San Joaquin; but the smallest steamers, and even small row-boats, may navigate it in safety. But the bay below Benecia is very wide, and there are but few points where a steamer or small boat could find shelter in a storm, while the largest ships can pass in and out, with a wide and straight channel. This place is the rival of San Francisco for the empire of the Pacific. It is now made the head-quarters of the Pacific Division of the United States Army, and a site has been selected for a Navy Yard, a short distance above the town.

MARTINEZ, a new town recently laid out immediately opposite Benecia, on the south side of the straits, is rapidly increasing in wealth and population. There is a beautiful agricultural country around it.

NEW YORK OF THE PACIFIC, is situated at the mouth of the San Joaquin River where it unites with the Sacramento and forms the bay of Suisoon. It is said vessels of a large class can go up from the sea to this point.

SUISOON.—This city is laid out on the west bank of the Rio Sacramento, about eighty miles from San Francisco. The country surrounding the town, and the site

itself, is said to be the first healthy and high ground after passing the great *tule* marshes which lie at the junction of the Sacramento and the San Joaquin.

WEBSTER.—This town is on the east bank of the Sacramento River, a few miles below Sutter City, and nine miles below Sacramento City. This point is said to be situated on the highest and healthiest ground on the Sacramento River.

SUTTER CITY.—The town is laid out on high ground on the east bank of the Sacramento, a few miles below Sacramento City. There are already many buildings erected, and several large mercantile establishments are in successful operation.

SACRAMENTO CITY.—This city is laid out on the Sacramento, near the celebrated Sutter's Fort. Those who saw it as we did, less than one year ago, when the Fort and its out buildings constituted the whole inhabited tenements, will now be surprised to learn that it has suddenly become a flourishing city of some 10,000 inhabitants. The original price of embarcadero, or river lots, was \$500; they now command as many thousands. Everything would seem to indicate that this place has already received an impetus which other localities will find it difficult, if not impossible to retard.

MARGARETTA is a new place on the opposite side of the river.

BOSTON.—The town of Boston is laid out on high ground on the north bank of the Rio Americano, a few miles above its confluence with the Sacramento.

FREMONT.—This is a town laid out on the west bank of the Sacramento River, opposite the mouth of Feather River.

VERNON.—This town is situated on the east bank of the Feather River at its confluence with the Sacramento. It is directly opposite Fremont, and it is a mooted point which is the most eligible; both parties claiming the superiority in favor of their particular locality. If, as they both agree, this point on the river is the head

of navigation, it is highly probable that both sides of the stream will, in time, become valuable property.

SPRINGFIELD is a new settlement a short distance above Fremont.

STOCKTON.—This thriving city is situated on a *slough* or *sloughs* which contain the "back waters" formed by the junction of the Sacramento and San Joaquin rivers. It is about fifty miles from the San Joaquin, and probably about a hundred miles from San Francisco. The present population about 4,000. The ground on which it is built is high and not subject to overflow, and it is in the center of the two great tracts of arable land which constitute the valleys of the large rivers before named. The San Joaquin is navigable to this place for vessels drawing over nine feet water, and such is the peculiar formation of the bank that they can lay directly along it and discharge their cargoes. Everything indicates that this point is destined to become one of the great inland marts of this wonderful and growing country, and it is believed by some that it will outstrip all its rivals in the race of prosperity.

STANISLAUS.—This city is situated on the north bank of the Stanislaus River, which is the first and largest tributary of the San Joaquin. Both Rivers are said to be navigable to this point, for vessels of ordinary draft of water, and the proprietors are confident it will soon become an important position for the disembarkation of passengers and merchandise destined for the mines.

TUOLUMNE CITY.—This town is laid out at the head of navigation on the Tuolumne River. The Tuolumne is the second tributary of the San Joaquin on its eastern bank, and the town is situated some thirty miles above the junction. At the last account it had quite a number of inhabitants, and its proximity to the mines, it is said, will render it important as a pleasant winter residence for miners.

SAN JOAQUIN, still further south, is another new settlement which is rapidly springing into importance with many of the places above named.

TO THE

EMIGRANT FOR CALIFORNIA, etc.

THE compiler of this work having become acquainted with the great want of correct information in relation to the various *routes* to New Mexico, California and Oregon, has been induced to publish the following GUIDE, for the benefit of the emigrant and adventurer, on leaving the Atlantic States, to visit or settle in the newly acquired territories of the Union, which are now attracting the notice of the civilized world.

As the tide of emigration must continue to flow for some time to come from the Middle, Northern, and Eastern States, it is mainly for that class of emigrants that this work is prepared, hoping that it may be found correct and useful. The compiler has had to rely mostly for his information on official documents and voluminous works that have appeared at different times, giving reliable information on the above interesting sections of country and the *routes* thereto, which run from the frontier settlements. It is therefore necessary that the emigrant, in going by land, across the Continent of America, should have some information as to the best routes to the Mississippi valley, across which they will have to pass on their long journey westward.

ROUTES FROM NEW YORK TO ST. LOUIS.

The following described routes are recommended as being the most expeditious and cheapest for the emigrant:—

Taking New York, Philadelphia, or Baltimore as a starting point, there may be said to be three great lines of travel to the navigable waters of the lakes, or the Ohio and Mississippi rivers.

ROUTES OF TRAVEL.

1. *Albany and Buffalo Route.*

	<i>Miles.</i>
New York to Buffalo—usual time, 2 days; fare, \$11.....	470
Buffalo to Chicago, via steamboat on upper lakes,* usual time, 4 days; fare, (including meals,) \$10.....	1,000
Chicago to St. Louis, via canal and steamboat, usual time, 3 days; fare, (including meals,) \$8.....	390
Total—Time, 9 days; usual fare, \$29.....miles	1,860

2. *Philadelphia and Pittsburg Route.*

New York to Pittsburg, Pa.—Time, 4 days; fare, \$16.....	477
Pittsburg to Cincinnati—Time, 2½ days; fare, \$5, (including meals).....	461
Cincinnati to mouth of the Ohio River—Time, 2½ days.....	508
Mouth of the Ohio River to St. Louis, Mo.—Time, 1 day.....	172
Total—Time, 10 days; fare, \$28.....miles	1,618
(Fare from Cincinnati to St. Louis, \$7, including meals.)	

3. *Baltimore and Wheeling Route.*

New York to Wheeling, Va.—Time, 2½ days; fare, \$17.....	496
Wheeling to Cincinnati—Time, 2 days; fare, \$4, (including meals).....	353
Cincinnati to St. Louis—Time, 3½ days; fare, \$7, (including meals).....	680
Total—Time, 8 days; fare, \$28.....miles	1,531

. A saving of about one-third can be made on all the above routes by taking the second class conveyance.

* Two days time can be saved by taking the railroad from Detroit to New Buffalo, Mich., thence by steamboat to Chicago, &c.

ROUTES FROM ST LOUIS TO INDEPENDENCE, Etc.

When arrived at St. Louis, or the mouth of the Ohio River, (which should be some time during the month of April,) the emigrant can proceed on his westward journey, by the following routes :—

1. From St. Louis to Independence, or Westport; distance about 450 miles by water; cabin fare, \$6; St. Joseph, Mo., about 50 miles further.

All the above places afford facilities for the outfitting of the emigrant; every necessary requisite for comfort on the road can be furnished at either of them, although some articles may be bought cheaper on the route before arriving at St. Louis.

2. From St. Louis, or the mouth of the Ohio River, the emigrant can proceed by steamboat to Napoleon, Ark., 592 miles below St. Louis, and there embark for Van Buren, or Fort Smith, about 400 miles further. At either of these places, will be found all the necessary facilities for starting from this point on the Arkansas River, and proceeding westward to New Mexico and California.

3. From St. Louis, or the mouth of the Ohio River, the emigrant can also proceed by steamboat to New Orleans, 1,212 miles below St. Louis, and embark for Galveston, Port Lavacca, or Corpus Christi; thence proceed westward by the Texian, or Col. Hays' route, to El Paso and San Diego, on the Pacific; all of which routes are more fully described in the following pages.

NEW YORK, *March*, 1849.

ESTIMATE OF AN OUTFIT.

The following estimate of an outfit, for one year, for three persons, with ox teams, is copied from "*The Emigrants' Guide to California*," by Joseph E. Ware, published by J. Halsall, St. Louis, Mo. :—

Four yoke of oxen,* \$50 each.....	\$200 00
One wagon, cover, &c.....	100 00
Three rifles, \$30.....	60 00
Three pair pistols, \$15.....	45 00
Five barrels flour, 1080 lbs.....	20 00
Bacon, 600 ".....	30 00
Coffee, 100 ".....	8 00
Tea, 5 ".....	2 75
Sugar, 150 ".....	7 00
Rice, 75 ".....	3 75
Fruit, dried, 50 ".....	3 00
Salt, pepper, &c., 50 ".....	3 00
Saleratus, 10 ".....	1 00
Lead, 30 ".....	1 20
Powder, 25 ".....	5 50
Tools, &c., 25 ".....	7 50
Mining tools, 36 ".....	12 00
Tent, 30 ".....	5 00
Bedding, 45 ".....	22 50
Cooking utensils, 30 ".....	4 00
Lard, 50 ".....	2 50
Private baggage, 150 ".....	
Matches.....	1 00
One mule.....	50 00
Candles and soap.....	5 30
Total..... 2,583 lbs.....	\$600 00

NOTE.—Estimated cost for one person, \$200 ; those having families, with children, will find it necessary to make nearly as large an estimate for children as an adult. Make no calculation on game, you will need that in addition ; as men, women, and children require much more food on the road than usual.

Do not leave home, or St. Louis, without possessing the above GUIDE, also the best map of California, &c., that can be procured.

* The teams for the journey should be oxen or mules, either of which can be purchased at the frontier towns. Cows are often taken along for their milk, being sometimes the only dependence for drink.

ROUTES

TO

NEW MEXICO, CALIFORNIA, AND OREGON.

THERE are only *three* practicable starting points, or great lines of travel diverging from the Western States of the Union, and running across the Continent of America to the Pacific Ocean, terminating in California or Oregon.

It may also be said that there are but *three* practicable passes across the Rocky Mountains, in pursuing the above journey, although travellers may diverge from the usual lines of travel, before arriving at the above passes in the mountains, viz : the *South Pass*, the *Santa Fe Pass*, and the *El Paso Route*.

The starting points recommended are as follows:—

1. Commencing on the north, all the travellers or emigrants who make St. Louis, Missouri, a starting point, will find it to their advantage to proceed up the Missouri River, by steamboat, to *Independence*, or *West-port Landing*, about 500 miles by water ; or to *St. Joseph*, Mo., 570 miles, (above Fort Leavenworth,) and their disembark and commence their land journey westward.

The emigrant starting from Independence, Westport, or Kansas Landing, has a choice of routes, either to proceed in a north-west direction across the Kansas River to the Platte, or Nebraska River, and go through the *South Pass* to Fort Hall, near where the routes diverge for Oregon and California; or proceed across the country in a south-west direction, to the Arkansas River, and thence to the city of SANTA FE,—on both of which routes will be found a good wagon road, during the summer months.

2. The next starting point for the emigrant, on leaving for New Mexico or California, is from *Van Buren*, or *Fort Smith*, both situated on the Arkansas River, which is navigable thus far, about 400 miles from its mouth, during the most part of the year. This is usually called Long's, or Gregg's route, and is highly spoken of by several officers of the American army.

3. The more southern route is called the Texian, or Hays' route, diverging from *Houston*, *Port Lavacca*, or *Corpus Christi*, to which places steamboats run from Galveston and New Orleans. From the above ports, good roads run to Austin, or San Antonio de Bexar, thence across the country to EL PASO, on about the 32d degree of north latitude. The Rio Grande is crossed at the latter place, and the route then passes westward through New Mexico and Sonora, to the river Gila, and thence runs west to SAN DIEGO, in California, situated on the Pacific.

There are several other points from which traders have started on proceeding across the country to New Mexico, &c., none of which, however, need be separately described, as they run into the above great lines.

except the *Chihuahua Trail*, which runs from Fulton, Arkansas, on Red River, and extends to the city of Chihuahua, crossing Hays' new route from Texas, west of the San Saba River.

The attention of emigrants has also been called to the Rio Grande, which is navigable to Laredo, 600 or 700 miles from its mouth. From the above place, and Comargo, good routes are said to exist running to Chihuahua and Durango, in Mexico, thence to Mazatlan and other ports, on the Gulf of California, from whence vessels run to San Francisco, &c.

FREMONT'S ROUTE TO CALIFORNIA AND OREGON.

[Remarks by EDWIN BRYANT, ESQ., author of "WHAT I SAW IN CALIFORNIA."]

"The route via Independence, or *St. Joseph*, Mo., to Fort Laramie, South Pass, Fort Hall,—the Sink of Mary's River, &c. (thence to Suter's Fort,) the *old route*,—is the best. Let no emigrant, carrying his family with him, deviate from it, or imagine to himself that he can find a better road. This road is the best that has yet been discovered, (to Oregon and California,) leading to the bay of San Francisco and the Gold Region, and is much the shortest.

"The lightest wagon that can be constructed of sufficient strength to carry twenty-five hundred pounds weight, is the vehicle most desirable. This wagon can be hauled by three or four yokes of oxen, or six mules. Pack-mules can only be employed by parties of men.

"The provisions actually necessary for a man are as follows:—150 lbs. flour, 150 lbs. bacon, 25 lbs. coffee, 30 lbs. sugar. Added to these, the main items, there should be a small quantity of rice, 50 or 75 lbs. crackers, dried peaches, &c., and a keg of lard, with salt,

pepper, vinegar, &c. Every man should be provided with a good rifle, and, if convenient, with a pair of pistols, five pounds of powder, and ten pounds of lead. With the wagon, there should be carried such carpenter's tools as a handsaw, augur, gimblet, chisel, shaving-knife, &c., an axe, hammer and hatchet. Families, as well as parties going out, should carry with them good tents, to be used after their arrival as houses.

"Emigrants should be at Independence, Mo., or the point of starting, by the 20th April, and start as soon thereafter as the grass on the prairies will permit. This is on the first of May, and sometimes ten days later, according to the season."

[From the St. Louis Republican, March 16th, 1849.]

"We are indebted to a friend, who sends us some interesting information from New Mexico, for some useful hints as to the best route for emigrants to California. He says that emigrants for California or Oregon, by the way of Independence, Kansas Landing, or Westport, will find an excellent ford across the Kansas River, at Uniontown, within the Pottawatomie country. They will thus avoid the Kansas River ferry, on the old Oregon route, and shorten the distance one day's travel. It is the intention to have a good ferry at Uniontown, (which, it may be observed, is the trading post among the Pottawatomie Indians,) in the event of high water. The citizens of Jackson and Van Buren counties are well prepared to furnish emigrants with cattle and mules, provisions, &c.; and the towns of Independence, Westport and Kansas, can supply every article requisite for the journey, at moderate rates. Even after the teams have started, they can obtain corn and oats, for the horses and cattle, from the Shawnee Indians, who inhabit the country over which the route passes. At Uniontown, the traders with the Indians have a good supply of all articles of provisions, &c.

"The South Pass of the Rocky Mountains is distant from Fort Laramie 300 miles, or about 950 from Independence, Mo. Altitude, 7,490 feet above tide-waters. It is difficult, from the gradual ascent to the Pass, to find the precise summit; the point, or dividing ridge, is between two low hills, about 60 feet high. The Pass is about 19 miles in width, without any gorge-like appearance."

The Pass of the Sierra Nevada, or Snowy Mountains, near Pyramid Lake, is a very different affair. "We assure you that you will be tried to the utmost, in view of the appalling obstacles to be surmounted. The elevation of the Pass is 9,338 feet* above the sea. This is about 2,000 feet higher than the South Pass, in the Rocky Mountains, yet many peaks in view are several thousand feet higher, the tops being covered with snow. When on the summit, you may consider yourselves victorious over the mountains, having only 100 miles before you, in order to reach Suter's Fort, or New Helvetia—thence to San Francisco, by water, is about 90 miles further.

"The distance from Pyramid Lake to the summit of the mountain, is about 65 miles. The descent on the west is down Bear Creek, a small tributary of Feather River; and the valley of the Sacramento is reached without further difficulty, 40 miles north of New Helvetia. This Pass is the one generally travelled by emigrants, and should never be attempted after the middle of October."

NOTE.—A new route has lately been discovered across the Sierra Nevada, or Snowy Mountains of California. It diverges from Mary's River to Mud Lake, thence in a north-west direction, to *Lawson's Pass*,—striking the head sources of the Sacramento River, near Mt. Tsashtl, or Shaste.

* According to Fremont, 7,200 feet above the level of the sea.

FROM WESTPORT, MO., TO ASTORIA, OREGON, VIA THE SOUTH PASS.

		From Miles. Westport.
WESTPORT to the crossing of Kansas River.....	22	85
Crossing to Platte River from Blue River.....	190	275
Platte River.....	25	300
Junction North and South Forks.....	115	415
Crossing of the South Fork.....	35	450
North Fork Platte River.....	13	463
Chimney Rock.....	102	565
Scott's Bluff and Spring.....	27	592
Fort Laramie.....	48	640
Crossing North Fork, opposite Laramie Peak.....	48	688
Re-crossing North Fork to south side.....	18	706
Red Buttes.....	64	770
Rock Independence, on Sweetwater River.....	35	805
South Pass.....	95	900
Crossing Green River.....	60	960
Bear River.....	105	1,065
Bear Spring.....	75	1,140
Fort Hall, on south-east side Snake River.....	40	1,180
Crossing Snake River.....	163	1,343
Boise River.....	60	1,403
Fort Boise.....	57	1,460
Fort Wallah-Wallah, on the Columbia.....	210	1,670
Cascades.....	150	1,820
ASTORIA.....	120	1,940

(From Fort Hall to Great Salt Lake, 100 miles; to the Mormon settlement, 60 miles further.)

FROM FORT HALL TO SUTER'S FORT, ON SACRAMENTO RIVER, VIA LAWSON'S PASS.

FORT HALL to Goose Creek.....	72
Mary's River.....	123
Down Mary's River.....	230
Mud Lake.....	30
Lawson's Pass, Sierra Nevada.....	105
Mount Teashtl.....	110
SUTER'S FORT.....	180

(From Fort Hall to Suter's Fort, by nearest route, 660 miles. From Suter's Fort, by water, to San Francisco, 90 miles.)

ROUTE FROM FORT HALL TO FORT WALLAH-WALLAH, ON THE COLUMBIA RIVER.

The emigrant route from Fort Hall to Oregon extends westward, running on the south side of Lewis or Snake River, passing the American Falls, 18 miles, and Salmon Falls, 140 miles below Fort Hall. Twenty miles below the latter falls, the route crosses Snake

River, and extends on the north side 120 miles further, to Fort Boise. Here the route again crosses Lewis, or Snake River, running on the south-west side, at a considerable distance from the stream, to Fort Wallah-Wallah, situated on the south side of the Columbia.

From Fort Wallah-Wallah to the Cascades, is 150 miles; here the Columbia River has a fall, in about two miles, of 40 feet, rendering it impassable for boats; and a portage of two and a half miles has to be made. Below this point, the river is navigable, for large vessels, to its mouth, 120 miles further.

GEN. KEARNY'S ROUTE

FROM FORT LEAVENWORTH TO SAN DIEGO, COMPUTED BY WILLIAM H. EMORY, BREVET MAJOR CORPS TOPOGRAPHICAL ENGINEERS.

<i>Stopping Places.</i>	<i>From</i>	
	<i>Miles.</i>	<i>Fort L.</i>
FORT LEAVENWORTH, (N. lat. 39 deg. 21 min. 14 sec.)	...	...
Crossing Oregon Trail.....	43	43
Council Grove.....	81	124
Diamond Spring.....	20	144
Cotton Wood Creek.....	29	173
Arkansas River.....	80	253
Pawnee Fork.....	35	288
Jackson's Grove.....	64	352
Arkansas Crossing.....	32	384
<i>Bent's Fort</i>	180	564
Raton Pass.....	104	668
Canadian River.....	17	685
Vegas.....	107	792
SANTA FE, (N. lat. 35 deg. 41 min. 06 sec.).....	81	873
San Felipe, on Rio del Norte.....	37	910
Albuquerque.....	28	938
Copper Mines.....	216	1,154
Rio Gila.....	55	1,209
Rio San Francisco.....	100	1,309
Rio San Pedro.....	59	1,428
Coco Marikopos.....	89	1,517
Mouth of Rio Gila.....	170	1,687
Cariso Creek.....	99	1,786
Warner's Rancho.....	51	1,837
SAN DIEGO, (N. lat. 32 deg. 45 min. 00 sec.).....	79	1,916

This has become the usual travelled route for troops between Fort Leavenworth and Santa Fe, since General Kearny's successful expedition in 1846, although

the most direct route is to cross the Arkansas River, 384 miles from Fort Leavenworth, and then proceed across a barren track of country to the Cimaron, and different branches of the Canadian River, through San Miguel to Santa Fe. This route is said to afford a good wagon road the entire distance, although in some places there is a scarcity of wood and water. Immense herds of buffaloes are usually encountered, however, affording an abundant supply of fresh meat.

Roving tribes of Indians are often met with, who sometimes rob and murder small parties of travellers, or strangers, who fall into their hands. It is therefore much the safest to proceed across the country in large parties, and then strict caution and vigilance is required to prevent horses and cattle from being stolen by Indians during the night, while the travellers are encamped on the open prairie.

On leaving Santa Fe for California, the emigrant, or traveller, has a choice of routes, to take the Spanish Trail that leads west to the City of the Angels, or to proceed down the Rio Grande toward the copper mines, and thence to the river Gila, as pursued by Gen. Kearny, or take Col. Cooke's route still further south, in order to obtain a wagon road the entire route from Santa Fe to San Diego.

(OFFICIAL.)

HEADQUARTERS, ARMY OF THE WEST,

SAN DIEGO, U. C., *December 12, 1846.*

"SIR: AS I have previously reported to you, I left Santa Fe (New Mexico) for this country, on the 25th of September, with three hundred of the 1st dragoons, under Major Sumner. We crossed to the bank of the Del Norte at Albuquerque, 65 miles below Santa Fe, continued down on that bank till the 6th of October, when we met Mr. Kit Carson, with a party of sixteen

men, on his way to Washington city, with a mail and papers—an express from Commodore Stockton and Lieut. Col. Fremont, reporting that the Californias were already in possession of the Americans under their command, that the American flag was flying from every important position in the territory, and that the country was forever free from Mexican control; the war ended, and peace and harmony established among the people.

“In consequence of this information, I directed that 200 dragoons, under Major Sumner, should remain in New Mexico, and that the other 100, with two mountain howitzers, under Captain Moore, should accompany me as a guard to Upper California. With this guard we continued our march to the south, on the right bank of the Del Norte, to the distance of about two hundred and thirty miles below Santa Fe, when, leaving that river on the 15th of October, in about the 33d deg. of latitude, we marched westward for the copper mines, which we reached on the 18th, and on the 20th reached the river Gila, crossing and recrossing it as often as obstructions in our front rendered necessary; on the 11th November, reached the Pimos village, about 80 miles from the settlements in Sonora. These Indians we found honest, and living comfortably, having made a good crop this year; and we remained with them two days, to rest our men, recruit our animals and obtain provisions. On the 22d November reached the mouth of the Gila, in latitude about 32 degrees—our whole march on this river having been nearly 500 miles, and, with very little exception, between the 32d and 33d parallels of latitude.

“This river (the Gila,) more particularly the northern side, is bounded nearly the whole distance by a range of lofty mountains; and if a tolerable wagon road to its mouth from the Del Norte is ever discovered, it must be on the south side. The country is destitute of timber, producing but few cotton wood and mesquite trees; and though the soil on the bottom

lands is generally good, we found but very little grass or vegetation in consequence of the dryness of the climate and the little rain which falls here. The Pimos Indians, who make good crops of wheat, corn, vegetables, &c., irrigate the land by water from the Gila, as did the Aztecs (the former inhabitants of the country,) the remains of whose sequias, or little canals, were seen by us, as well as the position of many of their dwellings, and a large quantity of broken pottery and earthenware used by them.

"We crossed the Colorado about 10 miles below the mouth of the Gila, and marching near it about 30 miles farther, turned off and crossed the desert—a distance of about 60 miles—without water or grass.

"On the 2d of December, reached Warner's rancho, (Agua Caliente,) the frontier settlement in California, on the route leading to Sonora. On the 4th, marched to Mr. Stokes's rancho, (San Isabella,) and on the 5th were met by a small party of volunteers, under Capt. Gillespie, sent out from San Diego by Commodore Stockton, to give us what information they possessed of the enemy, 600 or 700 of whom are now said to be in arms and in the field throughout the territory, determined upon opposing the Americans and resisting their authority in the country. Encamped that night near another rancho (San Maria) of Mr. Stokes's, about 40 miles from San Diego.

"The journals and maps kept and prepared by Capt. Johnson, (my aid-de-camp,) and those by Lieut. Emory, topographical engineers, which will accompany or follow this report, will render anything further from me on this subject unnecessary. Very respectfully,

"J. W. KEARNY, Brig. Gen. U. S. A."

MAJOR COOKE'S ROUTE.

REPORT, dated Washington, December 6, 1847.

"SIR: I have the honor, at your request, to address you a brief memoir on the subject of the district of

country in Sonora, Mexico, which I passed over in November and December last, with a wagon train, when I deviated, in search of a practicable route, from the mule trail of Brigadier General S. W. Kearny, on his march from New Mexico to California.

"When he turned off from the Rio Grande, opposite the copper mines and the heads of the Gila River, I kept the river for thirty miles to the south, and making a southern bend, turned again towards the north, and struck his route (as surveyed by Mr. Emory of your corps) just above the village of the Pimo and Maracopa Indians, an estimated distance of 444 miles.

"Immediately below the point of deviation, on the Rio Grande, the country bordering the river became sensibly flatter and less broken. I left the river when in view of a point marked on the common maps as 'San Diego,' and the distant view towards 'El Paso' proved the country to be unbroken and comparatively level.

"From the high valley of the river I ascended to the table-land of Mexico, by an almost insensible slope, over smooth prairie. For 150 miles on this smooth level table land, which is studded with isolated hills or mountains, I journeyed without any difficulty, passing over but three hills, in two cases, I know, in the third, I believe, unnecessarily. I then, unexpectedly and suddenly, arrived at a great break off to a lower level of country, the descent to which was very broken and rough mountains for fifteen miles. I found, however, that I had at that moment fallen into an old wagon trail, which led, I was told, from Yanoa. I was able to get my wagons through, following a stream all the way, and descending in the fifteen miles possibly a thousand feet. This was the head of the Huaqui River, which empties into the California gulf. I was told that this was called the Pass of Guadalupe.

"I then passed an unbroken country, about 80 miles, when I fell upon the Jose Pedro River, which empties into the Gila. I descended this without difficulty of

ground about 80 miles. In turning off there is an ascent to nearly level country of, perhaps, above an hundred feet, but it could be made very gradual. It is then about 48 miles to Tueson, a town of about 500 inhabitants, with a fort and garrison. This distance is over much smooth ground, maintaining the same general level. Tueson is in a rich and well cultivated valley, where there is also a dense forest of magney. From Tueson it is some 75 miles to the Gila. It is a level plain, generally of clay, where my wagons and footmen (water being very scarce) passed at the rate of about 30 miles a day.

"On the map which I made, and which is in your bureau, is marked a route considerably to the north of Guadalupe pass, which, some of my guides believed, would avoid that broken descent, and be found to be nearly level throughout to San Pedro, at the point where I turned off from that beautiful little river. The most sensible and experienced of these men, Laroux, who lives in Taos, New Mexico, and who had trapped on the Gila and passed in a different direction over that country, was decidedly of this opinion, but his knowledge, on the other hand, was sufficient to forbid to explore it, in my situation, on account of scarcity of water.

"The Rio Grande bottoms for a hundred miles above, and at the point where I left, are well timbered; there is no timber on the table land, save upon the small mountains which are everywhere to be seen; this is cedar and pine, but of small growth. Rock is everywhere to be had, secondary rocks of almost every kind; but by this wonderfully level route, the continent may be passed with scarcely a view of granite. As far as Tueson the grama grass is abundant; it will fatten cattle while working, and in winter. The route from Tueson passes through a country abounding in exceedingly rich gold mines.

"I am, very respectfully, sir, your obedient servant,

"P. ST. GLO. COOKE, Maj. 2d Dragoons."

To Col. J. J. ABERT, *Top. Eng.*

The *Spanish Trail*, the usual route from Santa Fe to California, passing over the southern part of the central section, is an old but somewhat dangerous route. The traders represent it as a waste of land, with here and there mountains which have streams flowing from them, and losing themselves in the sand, or emptying into the Colorado; their banks are lined with willows and cotton-wood trees; but little or no grass, however, is to be obtained. On the eastern border of this sandy desert is "Las Vegas de Santa Clara," a rich mountain valley, ten miles long and one mile wide, abounding with excellent springs and quantities of good grass, which is a favorite halting-place. The difficulties of this route are increased by the dangers of attack from Indians, who frequent this trail for the purpose of plundering the unprotected caravan and travellers.

FORT SMITH (Arkansas) ROUTE.

From the head of steamboat navigation, on the Arkansas River, to Santa Fe, is less, by about 300 miles, than from Independence, Mo., to Santa Fe. The emigrant from the east can start from Memphis, Tenn., or any point on the Mississippi River, and proceed to Van Buren, Ark., or to Fort Smith, by steamboat.

[*Extract from a letter written by Brig. Gen. Arbuckle, dated Fort Smith, Ark., November 20, 1848.*]

"I do not entertain a doubt but that, upon an impartial examination, this would be found to be the best point for emigrants, going to New Mexico and California, to assemble and make preparations for their journey, as everything necessary for their subsistence and

transportation can be forwarded as cheap here, and with as great facility as at any other point. There are many other advantages which it possesses, the most important of which is that its location may be considered at the head of navigation of the most important river of the State, where steamboats can reach for a considerable portion of the year. In connection with these considerations, it is well ascertained that the route from this place is the nearest that can be found from our frontier to New Mexico and California.

"All the information I have been able to obtain convinces me that a road should be laid out from this point to the head branches of the Washita River, a distance of about 315 miles. It is believed this road should pass entirely on the south side of the Canadian River, and approach near to it opposite Chauteau's trading house, which is located on the north side of the river, and but a short distance from it. This belief is based upon personal observation, in connection with information obtained from some of the most experienced explorers. This route would be freer from obstructions, by water courses, than any other that can be selected. It will pass through a country that, in a few years, will probably furnish all the supplies necessary for the subsistence and comfort of travellers from the head waters of the Washita; the proposed route would run over a prairie country, gently undulating, and well suited for a good road, intersecting Gregg's course on his return from Santa Fe to the United States, about 60 or 80 miles from the Washita, and continuing with it to the table lands on the western border of the plains—in all a distance of about 165 miles—leaving the Pilot Hills to the south. These table lands are reported to be very fertile, and to afford sufficient wood and water for a considerable settlement. Here the direct route to California would leave Gregg's trail, and incline slightly to the south of west, for a distance of about 70 miles, to the Pescos River, an eastern branch of the Rio del Norte, proceeding on the same course to La Joya, a village

situated on the Rio Grande, or del Norte, and which is believed to be the proper point at which to cross that river, on the most direct practicable route to California.

"I have availed myself of the most reliable maps in computing the distances on the route I have described, which makes the distance from Fort Smith to La Joya 635 miles; being at least 200 miles less than the route from Independence, Missouri. In addition to the above, the travel would commence one month sooner, as the route runs through a much warmer latitude, and vegetation is consequently much earlier."

[Extract from a letter written by Major Bonneville, dated Carlisle, Pa., October 23, 1848, on the same subject.]

"This route possesses so many advantages over any other, that the government cannot turn away from facts indispensably useful and economical to them. It is shorter, is more level, has water and good encampments every mile of the way. It is settled one-third of the way, and beef and corn can be purchased thus far. It can be travelled earlier in the spring, and later in the fall, and, besides, possesses advantages not found elsewhere—the Canadian River affording quantities of sweet cotton wood, rushes, and winter grass, enables parties of size to travel it at all seasons. Even when the prairie bottoms are burnt the Canadian bottoms are always safe."

After arriving at Santa Fe by the above route, the emigrant has the choice of proceeding by the way of Kearny's march to San Diego on the Pacific, or proceed in a westerly direction, by the old Spanish Trail, to the City of the Angels, and from thence along the coast to San Francisco.

STEAMBOAT ROUTES, Etc.

New Orleans to Galveston, Texas.....	450 miles.
Galveston to Houston.....	80 "
Total.....	530 "
New Orleans to Port Lavacca, Texas.....	500 miles.
Port Lavacca to San Antonio de Bexar, <i>mail route</i>	140 "
San Antonio de Bexar to Fredericksburg.....	60 "
Fredericksburg to El Paso, Chihuahua.....	340 "
El Paso to San Diego, California.....	837 "
Total.....	1,877 "

ROUTE FROM TEXAS TO SAN DIEGO, CALIFORNIA,
VIA EL PASO.

COL. HAYS' ROUTE, as it is usually called, is thus described in a late Texian paper:—

"The country between the San Saba (a tributary of the Colorado) and the Pecos, is mostly a level plain. Wagons can pass without difficulty from the head of the San Saba River to El Paso at all seasons of the year. The route leading by Fredericksburg on the Llano is recommended as the best. From Houston to Fredericksburg there is a plain wagon road, practicable at all seasons for wagons. Here, then, is an excellent route, abounding with good pasturage, and well furnished with water, extending from Houston, Texas, to El Paso, Chihuahua, and only 580 miles long.

"Major Cook makes the distance from El Paso to San Diego 837 miles; consequently, the distance from Houston to San Diego, in California, by El Paso, is only 1,417 miles.

"The emigrant may travel through the whole distance at comparatively small expense, and his animals be kept in as good condition on the mesquit and buffalo grass of Texas, and the bunch grass of New Mexico and California, as they would be on the prairie roads of

Illinois. This is emphatically the emigrant's route to California, for on it he can transport his family and agricultural implements more speedily, more safely, and with less expense than on any other route that has yet been explored.

"From New Orleans to San Antonio is seven or eight days travel, by way of Galveston and Houston, or by Port Lavacca. The steamboats leave New Orleans for Galveston every five days. It is hence five or six days travel to San Antonio. Horses and mules, serviceable for the overland journey from San Antonio to California, can be got at reasonable prices in Texas. The chief advantage of the route through Texas, by the Paso del Norte and down the Gila, appears to me to be the small danger of life in comparison with the route by Chagres, or through Central Mexico."

Emigrants wishing to go to California by the way of Santa Fe, can proceed up the valley of the Pecos, through a level section of country, to the capital of New Mexico, where he will reach the great highway or Spanish Trail crossing the country to Ciudad de Los Angeles, and thence proceed north to San Francisco.

Gen. Worth is to leave San Antonio on the first of April, for the purpose of establishing a military post opposite El Paso, on the Rio Grande, and will be accompanied by Col. Hays, and together they will visit the River Gila. This expedition will establish the route to California. Many adventurers from Texas and elsewhere will follow General Worth's detachment on its march. The Corpus Christi Star says the United States engineers have expressed a decided opinion that Corpus Christi is the most advantageous point on the Gulf Coast for communicating with the line of the Rio Grande.

The Brownsville Flag has some remarks and arguments to prove that the best route to California is by the valley of the Rio Grande.

[*Extract from a Galveston paper, dated February 16, 1849.*]

NAVIGATION OF THE RIO GRANDE.

"This stream is navigable for steamboats drawing three and a half feet water, to Laredo. Above that point there are rapids in the stream, and rocks which obstruct navigation, although it is supposed the river could be rendered navigable for small steamboats to the Presidio. Between Presidio and San Carlos, the river is hemmed in by mountain cliffs, represented to be only a few rods apart, and the river glides through these deep chasms with frightful velocity. No steamboat could stem the current if there was a sufficient depth of water. These rapids, it is supposed, will form insuperable obstacles to the navigation of the Upper Rio Grande, either by steamers or even flat boats."

COL. HAYS' ROUTE FROM HOUSTON, TEXAS, TO SAN DIEGO, CALIFORNIA. VIA EL PASO.

<i>Stopping Places.</i>	<i>Miles.</i> From Houston.	
HOUSTON .....	...	...
AUSTIN.....	170	170
Fredericksburg.....	70	240
Head San Saba River.....	90	330
Puerco River.....	75	405
EL PASO, Chihuahua.....	175	580
Santa Cruz, Sonora.....	270	850
Pinos Village, on the Gila.....	150	1,000
Mouth of the Gila River.....	188	1,188
Carisco Creek, (passing Sandy Desert).....	100	1,288
Warner's Rancho.....	50	1,338
SAN DIEGO.....	79	1,417

[*Extract from a letter, dated Port Lavacca, February 14th, 1849.*]

"This city is on Lavacca Bay, 35 miles from the Gulf, and 140 from San Antonio de Bexar, by mail route. It is reached by entering at Pass Cavallo to Matagorda Bay, thence up to this point. On the bar at the Pass

there is usually eleven feet water, although at times less than ten feet, with not a difficult entrance. Vessels drawing over seven feet cannot well reach here, having to cross a sand-bar at Indian Point, at a mud-bar at Gallegpar Point, seven and ten miles below here.

"It seems to be a conceded fact that the distance from Galveston to El Paso on the Del Norte or Rio Grande, is short of 600 miles, with an entire passable road for wagons. The more familiar route leads up the valley of the Colorado, one of the finest streams in Texas—along the San Saba, a tributary of the Colorado—striking the Gila, which takes the party nearly to their destination. The distance from El Paso to San Diego is not far from 800 miles—making the whole distance from Galveston to the "diggins" about 1,400 miles. The cost to the emigrant cannot exceed \$30 or \$40 after he is astride his mule or mustang—properly provided—possibly not half this amount.

"The entire route—and I think this an important consideration—lies between the latitudes 30 and 35 deg. so there can be little danger of suffering from heat or cold.

"The farther west the emigrant goes, the cheaper he will find the animals—mules, mustangs, and Indian ponies. I would advise parties to take along wagons sufficient to transport their provisions, mining and other implements, to points where they can obtain their riding and packing beasts to suit their views—when, if they wish, they can dispose of all or part of their wagons in exchange.

"I am staying at a genteel private hotel, where board is eight 'bits' per day, or \$25 per month. The bill of fare consists in part of bacon, (*the dish* of Texas,) venison, game, beef, *green* vegetables, fish, corn bread and pecans."

SEA ROUTES.

UNITED STATES MAIL STEAMSHIP COMPANY.

ROUTE FROM NEW YORK TO CHAGRES, VIA HAVANA AND NEW ORLEANS.

PORTS.	Miles from port to port.	Time.	Fare from New York.
New York.....	...	.....	...
Charleston.....	800	2½ days.	\$30
Savannah.....	100	½ "	25
Havana.....	800	3½ "	70
New Orleans.....	700	2½ "	75
CHAGRES.....	1,500	5 "	150

STEAMERS.

ISTHMUS, 500 tons, Captain James G. Baker.
 FALCON, 1000 tons, Captain W. T. Thompson.
 GEORGIA, 2700 tons.
 OHIO, 2500 tons.

One of the above vessels will leave New York and Chagres twice every month, stopping at the above ports, connecting with the Pacific Mail Steamers at Panama.

BRITISH ROYAL MAIL STEAM PACKET SHIP ROUTE, FROM NEW YORK.
VIA BERMUDA, TO VERA CRUZ.

	PORTS.	Miles from port to port.	Time.	Fare from New York.
From	New York.....	...	.....	...
To	Bermuda.....	700	3½ days.	\$40
"	Nassau.....	775	4 "	90
"	HAVANA.....	360	2 "	100
"	Cat Island, (N. Orleans.)	664	3½ "	140
"	Tampico*.....	583	3 "	170
"	VERA CRUZ.....	205	1 "	170
From Havana to Jamaica.....		740	4½ "	\$140

ROUTE FROM JAMAICA TO ST. JUAN DE NICARAGUA, VIA CHAGRES.

	PORTS.	Miles from port to port.	Time.	Fare from New York.
From	Jamaica.....	...	.....	...
To	Santa Martha.....	440	2½ days.	\$150
"	Carthagen.....	105	½ "	155
"	Chagres.....	280	1½ "	170
"	St. Juan de Nicaragua..	240	1½ "	185

* The British steamers usually run from Cat Island direct to Vera Cruz, and thence to Tampico on the return trip.

DIRECT ROUTE FOR SAN FRANCISCO, VIA CHAGRES.

The new and splendid steamship CRESCENT CITY, 1,500 tons burthen, Charles Stoddard, master, will leave for Chagres direct, from her dock, at Pier 4, North River, on Tuesday, the 17th April, at 1 o'clock.

Passengers for California will find this the most expeditious and pleasant route to reach the Gold Regions—and as the Crescent City goes direct to Chagres, *without stopping at intermediate ports*, they will, without fail, arrive at Panama in time for the Pacific Mail Steamer OREGON, of the 1st of May.

The steamer Orus is now on the river at Chagres, and passengers will find an ample supply of canoes and mules to convey them across the Isthmus to Panama.

Passage in the after saloon.....	\$150
“ “ forward saloon.....	115
“ “ lower cabin.....	115
“ “ steerage.....	80

Eight cubic feet of baggage allowed each cabin passenger, and six feet allowed each steerage passenger.

Freight on specie 1 per cent; on extra baggage, 70 cents per foot.

 ROUTE FROM HAVANA TO NEW ORLEANS AND VERA CRUZ.

From Havana to Vera Cruz direct, the distance is about 800 miles; usual time, four days. The American steamers, however, run from Havana to the city of New Orleans, and thence direct to Chagres. The British steamers run from Havana to Cat or Ship Island, the outport for New Orleans, and then proceed to Vera Cruz, a distance of 7 or 800 miles.

In sailing vessels, the passage through the Gulf of Mexico is often very tedious, owing to the frequent calms. But the number and variety of the finny tribes,

the birds, the multitudes of flying-fishes, which support themselves out of water for a considerable time, the dolphins, and the glorious evening appearance of the sky, are constant sources of enjoyment.

The voyager may also be subject to the influence of one of those fierce blasts that come on suddenly from the north, called "Nortes." The effect of these gales are to be feared, should a sailing ship be near the shore; but in a steamer they are of trifling consequence, except that they may for a time prevent the passenger from embarking or landing.

Should the atmosphere happen to be clear, you may catch a view of the snow-covered peak of Orizava, the "Star Mountain," elevated 17,375 feet above the level of the sea. It is said to be visible in clear weather, at sea, at the distance of 150 miles. Its distance from Vera Cruz is about 60 miles, west. Its form is conical. In 1545, and for twenty years afterwards, it was in volcanic action, since which time there has been no visible appearance of eruption. The Coffer of Perote, another high mountain, is also visible from a great distance; it is to the right of Orizava, with which it is connected by a chain of intervening mountains.

Point Delgado, a lofty rock, is the first portion of the coast that appears in sight. Then, steering southward, the light-house and castle of San Juan de Ulua become visible, and afterwards Vera Cruz appears, which, with its numerous red and white cupolas, domes, towers, and battlements, presents a splendid appearance from the water.

Ships anchor under the western wall of the castle, distance about half a mile from the mole, or landing

place, at the city. Passengers are landed in shore-boats, at a charge of from one to five dollars, according to the quantity of luggage, all of which must be examined at the entering office of the port, and a duty paid on articles of merchandise.

Passengers must bring passports from the ministers or consuls of the Republic abroad, without which they cannot land; and in embarking, they must procure passports from the proper authorities, at Vera Cruz. The cost is two dollars, and they will have to attend personally.

On entering the gates from the Mole, the French hotel of Auguste is immediately in front. The hotel most resorted to by the English and Americans is the *Casa de Diligencias*, situated in the principal square, which is by far the best hotel in the place.

The usual mode of travelling to the interior is by coach, or diligence, which leaves for the city of Mexico three times a week, and is four days on its transit. The distance is 250 miles, and the fare, by coach, \$50.

Packet ships pass to and from New York once a month, or oftener. The cabin fare is usually \$125. The Royal Mail steamers visit Vera Cruz twice, and Tampico once, each month. The steamer, after she has landed her mails and passengers at Vera Cruz, proceeds to Tampico, where, having waited long enough to receive the mails, passengers, and specie, from thence retraces her course to Vera Cruz. She then returns to Havana direct, and thence to Nassau and Bermuda, connecting with a steamer running once a month to New York, the Royal Mail steamer proceeding direct to Southampton, England.

**ROUTE FROM THE CITY OF MEXICO TO SAN BLAS
AND MAZATLAN.**

From Mexico to Guadalajara, passing through Queretaro and Guanajuato, the distance is about 600 miles; fare in stage coach, \$60; time, six days.

The accommodations on the route are good, houses of entertainment having been furnished by the stage proprietors. Travellers can get a cup of chocolate on starting in the morning; stop at nine or ten, A. M., for breakfast, and then travel till six or seven P. M., when passengers again stop to dine. Stages run three times a week from the city of Mexico to Guadalajara.

From Guadalajara to Mazatlan is ten days' travel, on mules, usually stopping over night at the following places:—Tequila, Mochichitla, Santa Isabel, through Yxtlan, Tepic, through San Lionel, Santiago, Rosa Morada, La Bogona, Acaponeta, Mazatlan Viego, to Mazatlan.

From Guadalajara to Tepic is four or five days' journey, or about 250 miles, fare, \$35, rooms and food extra, both of which are indifferent, there being usually no beds, knives, forks, or spoons furnished travellers.*

From Tepic to San Blas the distance is about 50 miles, in a westerly direction; usual time, one day.

From Tepic to Mazatlan the distance is about 275 miles, in a northwest direction; usual time, five or six days.

The price of passage from San Blas, or Mazatlan, to

* This route, with the increase of travel, will no doubt be improved, so as to afford altogether one of the most desirable land routes from ocean to ocean.

San Francisco, in California, is usually \$100; time, ten days, in sailing vessels.

The price of board, at San Blas, or Mazatlan, is about \$1 50 per day. Fare on the road, about \$2 per day, for meals and lodging.

ROUTE FROM THE CITY OF MEXICO TO ACAPULCO, ON THE PACIFIC OCEAN.

<i>Stopping Places.</i>	<i>From Miles. Mexico.</i>	
MEXICO.....	...	...
San Augustin.....	10	10
La Cruz.....	19	29
Guchilague.....	10	39
Cuernavaca.....	8	47
Xochitepec.....	6	53
Tepetlalapa.....	33	86
Tuspa.....	22	108
Mescala.....	36	144
Venta Vieja (old inn).....	11	155
Chilpancingo.....	30	185
La Moxonera.....	40	225
El Limon.....	33	258
Paseo d'Aguascalillo.....	8	266
ACAPULCO.....	10	276

ACAPULCO.

In former times, Acapulco derived great importance from its enjoying a monopoly of the trade between Manilla and the Philippine islands, (belonging to the crown of Spain,) and Mexico. The richly freighted Spanish galleons made its noble harbor their only place of resort, on the western coast, and extensive fairs for the sale of every description of goods, suitable for the market of the Indian Ocean, were held in the town.

The harbor of Acapulco is one of the finest in the world. Capt. Basil Hall, who visited it in 1822, ex-

presses the highest professional admiration of this celebrated port. He says, "it is easy of access, very capacious, the water not too deep, the holding ground quite free from hidden dangers, and as secure as the Portsmouth dock-yard. From the interior of the harbor, the sea cannot be discovered; and a stranger coming to the spot by land, would imagine he was looking over a sequestered lake."

ROUTES FROM THE ATLANTIC TO THE PACIFIC.

ISTHMUS OF TEHUANTEPEC.

Several different points have from time to time been proposed, as offering facilities for effecting an artificial communication across the Isthmus which divides the Atlantic from the Pacific Ocean. Those only which, upon examination, have been deemed worthy of much attention, are the Isthmus of Panama, properly so called; the Isthmus of Nicaragua; and the Isthmus of Tehuantepec. The latter is the point embraced in the project to which we have alluded, as having been recently submitted in a tangible shape, and under circumstances which seem to promise success to the capitalists of the United States.

The individuals who have now undertaken to carry through this grand project, possess the privileges of Don Jose de Garay, who had secured to himself many important concessions, as well as the co-operation and countenance of the Mexican government. Assisted by competent engineers and by Mexican officers, whose services were placed at his disposal, he has obtained

an examination of the route, which, it is stated, has demonstrated the practicability of the undertaking. The privileges which he has secured from the Mexican government, are as follows:—

1st. He is to receive during a period of 50 years (commencing from the day that a communication shall have been effected between the two oceans) all the tolls and dues accruing from transit, both by means of a canal and railroads, or either, with the condition that one-fourth of the dues, after expenses are paid, is to be advanced to the government during the said 50 years; for this advance the proprietors will be compensated by the payment of one-fourth of all dues received for 50 years after the project shall have passed into the hands of the government.

2d. A guarantee is given that for 60 years no person shall have power to employ any steam-vessel or steam-carriage of any kind within the Isthmus of Tehuantepec, without the leave or license from the said Don Jose de Garay, or his assigns.

3d. The government cedes to Don Jose de Garay, in fee simple, the breadth of 30 miles of land on each side of the line of communication. These lands are of the first quality, embracing numerous points favorable for the construction of harbors, towns, villages, &c., and amount to nearly five millions of acres.

4th. The valuable privilege to purchase lands, &c., of establishing colonies to the extent of 50 leagues (or 150 miles) on each side of the line in addition, with all rights and privileges in perfect equality with Mexican citizens which is not granted to other citizens.

Upon the basis of these privileges, the proposition now is to form a joint-stock company for the purpose of executing this project. We have seen no estimate of the cost; but the shareholders are assured, in general terms, that the speculation will yield a return of

15 per cent. It is doubtful whether capitalists will be induced to lend aid to the enterprise, by any hope of pecuniary return. The ulterior benefits of the scheme, in promoting and extending commercial pursuits, may, however, lead to the necessary investment.

Tehuantepec is now regarded, we believe, as offering the most feasible means of acquiring the desired communication. We quote the following statements, in reference to it, from a late writer in the *National Intelligencer* :—

“Good and capacious harbors may be found at each extremity. The mouth of the Coatzacoalcas being 700 metres (765 yards) wide, with never less than 21 feet water on its bar, is, according to Mr. Balbi, “the finest port formed by any one of the rivers that discharge themselves into the Gulf of Mexico, not even excepting the Mississippi. Signor Moro has proved that a good harbor can be found on the Pacific. The country possesses a fine climate, and in many places a most fruitful soil.”

From the surveys made by Mr. Moro, a European engineer, under the direction of Senor Garay, the following facts in relation to the route have been obtained. We quote from the petition of P. A. Hargous and others, which has been presented to the United States Senate.

“From these surveys, it is established that the entire distance from sea to sea is 135 miles in a straight line, and presents a wide plain from the mouth of the Coatzacoalcas to the port of the Mesa de Tarifa, a table or elevated plain on the line of the Andes, which rises to the height of 650 feet above the level of the sea, and at the distance of five miles again descends to a plain which reaches the Pacific. The summit level to be overcome is only 650 feet. Thirty miles of the river Coat-

zacoalcos are navigable for ships of the largest class, and 15 miles beyond this for vessels of light draught, leaving only about 115 miles of railroad to be made. It would occupy too much space to enumerate all the details of these surveys, and which go to show so strongly how easily a railroad can be constructed across the Isthmus of Tehuantepec. It is sufficient to say that the absolute practicability has been clearly ascertained."

The distance from the mouth of the Mississippi to San Francisco, by the Isthmus of Tehuantepec, is 3,300 miles; by the Isthmus of Panama, 5,000: thus showing that the route by the Isthmus of Tehuantepec is 1,700 miles shorter than by Panama. The distance from New York, by the Isthmus of Tehuantepec, is 4,750 miles; by the Isthmus of Panama, 5,850; making the route by Tehuantepec, from New York to San Francisco, 1,100 miles shorter than by the Isthmus of Panama.

ROUTE FROM SAN JUAN DE NICARAGUA, THROUGH CENTRAL AMERICA, TO THE PACIFIC OCEAN.

This route is said to be perfectly practicable, and is, perhaps, preferable to some routes much more in vogue. The port of SAN JUAN, situated at the mouth of the river San Juan, the outlet of Lake Nicaragua, is a small town now in possession of the English, who hold it in behalf of the Musquito king, or chief, whose people inhabit the eastern coast bordering on the Caribbean Sea. It is said to be much more healthy than Chagres, and has a number of white inhabitants.

From San Juan to the port of St. Carlos, on Lake Nicaragua, by the way of the river, is about 100 miles,

and the passage is made in canoes called bungies, which are very large, some of them capable of carrying 800 hides at a load, and are rowed by twelve or fifteen men. The navigation of the river is obstructed by falls and rapids, but not so much as to prevent the passage of these canoes, which are dragged up the edge of the rapids, close along the shore. It is said that a steamboat of light draft of water would be able to ascend the stream without much difficulty. On reaching the lake, the canoes are propelled by sails, and can proceed eighty miles to the city of *Grenada*, from whence to the port of *Realejo*, on the Pacific, there is a good road.

DISTANCE FROM SAN JUAN DE NICARAGUA TO REALEJO, VIA PROPOSED CANAL.

Length of the River San Juan.....	100 miles.
“ Lake of Nicaragua.....	90 “
“ River Tipitapa.....	20 “
“ Lake of Leon.....	35 “
“ proposed canal to Realejo.....	29 “

Total length of the communication between the two seas, 274 miles.

Of the above distance, only about one-third would require to be worked, in order to enable vessels of a large class to pass from ocean to ocean.

The distance of the proposed route from San Juan de Nicaragua to San Juan del Sud, on the Pacific, is about 100 miles less.

PROPOSED CANAL.

There are two projects for a canal on this line. One is, to connect the port of Realejo, on the Pacific, with Lake Leon, which is said to join that of Nicaragua by a navigable stream. The other project is, to join Ni-

caragua Lake by a direct cut with the Gulf of Papagayo, on the Pacific.

The Lake of Leon, 35 miles long and 15 miles wide, is said to be quite deep enough for vessels of a large size; and as it is of higher elevation above the Pacific than that of Nicaragua, it would serve as an upper basin for the supply of water required to feed a canal of large dimensions carried from the head of the lake into the Bay of Realejo.

The second project, and more direct course, is from Lake Nicaragua to San Juan del Sud, situated on the Gulf of Paragayo. It is stated that the distance is only 16 miles across, and though the intervening country be laid down in many maps as mountainous, the greatest actual height of any part above the level of the lake is only nineteen feet, as was proved by a series of 347 levels, about 100 yards apart, taken in 1781. The difference of the levels of the two oceans was ascertained by Humboldt not to exceed twenty, or at most, twenty-two feet.

While the port of Realejo is represented as one of the best in the world, it is said that on the Papagayo coast the shore is so bold that a frigate may anchor within a few yards of the beach. Sailing vessels, however, find it very difficult to enter the Gulf or port of Juan del Sud at certain seasons of the year, during which a strong wind continually blows off the land.

CHAGRES.

As you approach this port from the north, you can see nothing of the harbor or town until you are abreast of it. The first thing visible is an old fortification, situated on a high cliff jutting far into the sea, on the northern side of the town. The bar at the entrance of the harbor extends from the extreme northern point of this port, in a line nearly due south. It is said there is always twelve or fourteen feet water on the bar, and that the harbor will contain eight or ten sail of vessels.

The town of CHAGRES is built of cane, with thatched roofs. The population consists principally of native blacks, numbering from 1,000 to 1,500, who have mostly subsisted by fishing and growing yams; but of late many are employed in transporting passengers and merchandise to and from Panama. Formerly, from five to ten dollars was the common price for a canoe to go to Cruces. The canoes are of all sizes; the largest will hold six or seven persons comfortably with their luggage—the smallest only one or two. The latter will run up the river to Cruces, 45 or 50 miles, in one day; the largest take three or four days. The present rate for canoes is from ten to one hundred dollars, according to the size and the demand.

From Chagres to Gorgona, a few miles below Cruces, there are no villages. For thirty miles from the mouth, the river is well suited for steamboat navigation at all seasons of the year. When the river is high, a small steamboat might proceed to Golgona, or even to Cruces, about 50 miles from its mouth.

From Golgona to Panama the distance is about 26

miles; the road is usually muddy and bad. From Cruces to Panama the distance is twenty-two miles; the road is rough and bad, but usually preferred to the former. It takes from ten to twelve hours to perform the journey. Passengers crossing the Isthmus at this point, have to take one or the other roads, although it is stated there are other routes that might be selected for a railroad. The present price for saddle mules, from Cruces to Panama, is from ten to twenty dollars. For a man to carry your trunk on his back, you have to pay from six to ten dollars, according to size, say from twenty to seventy pounds weight.

PANAMA.

This is a very handsome and healthy town, containing some five or six hundred inhabitants, and is surrounded on three sides by the sea, the remaining side being encompassed by a wall. Previous to the late influx by Americans, there was very little business done, but now it presents a lively appearance, and must continue to increase in numbers and wealth. At no distant period it is no doubt destined to become a large and flourishing city, where will congregate strangers from every quarter of the globe.

“The immediate neighborhood of Panama is laid out in gardens, pasturage, and orchards, and there are a few villas which give it a polished air, and contrast prettily with the solemn grandeur of the forests beyond. These stretch entirely across the isthmus in an unbroken mass, except at intervals, where the axe of the negro has here and there cleared a space sufficient for the

rude hut of some solitary family, whose habitation interrupts the uniformity of the sylvan scene."

The usual expense of travelling from ocean to ocean, with ordinary baggage, is as follows :—

Hire of Cayuca from Chagres to Cruces.....	\$10 00
Saddle mule from Cruces to Panama.....	5 00
Luggage mule " " ".....	3 00
Total.....	\$18 00

The *United States Pacific Mail Steamship Company's* vessels, running from Panama to California and Oregon, in connection with steamers from New York to Chagres, will alone bring to this point an immense amount of business, in addition to its regular trade with the adjacent county, and ports along the Pacific coast.

"The Bay of Panama is an open roadstead, yet within a short distance from the shore there is sufficient water at any time of the tide for large ships, and the most rare occurrence of a heavy gale or rolling sea, renders the roadstead almost as safe as a land-locked harbor. In case of bad weather, there is, at the distance of seven miles, excellent anchorage and most secure shelter at the Island of Taboga, where ships can both provision and water."

STEAMBOAT ROUTE FROM CHAGRES TO GORGONA.

The steamer *Orus* runs from Chagres, 22 miles up the river, about half way to Gorgona, from whence passengers have now to proceed in canoes. Fare, \$10 from Chagres to Gorgona, with usual baggage; for extra baggage or freight, a further charge will be made.

For conveyance from Gorgona or Cruces to Panama, a further charge of about \$10 is made.

We annex an Abstract of the Report made by Mr. T. Butler King, from the Committee on Naval Affairs, to whom was referred the petition of Wm. H. Aspinwall, John L. Stevens, and Henry Chauncey, praying aid of the government of the United States to construct a railroad across the Isthmus of Panama. The bill accompanying the report stipulates the payment of \$250,000 per annum for twenty years to enable the company to complete the work, and in payment for the services to be rendered by the company. The report, after stating that the memorialists hold a charter for forty-nine years from the government of New Grenada, subject to purchase by that government at the end of twenty years, goes at length into a calculation of the advantages to our commercial interests of such a connection between the two oceans over the tedious passages by either Cape. The report furnishes a table showing that European ports are 1,500 miles, or two weeks nearer than we are to all the other ports of the world, except the Atlantic ports of the American continent north of the equator and the West Indies. The cause of this is, that all vessels bound from our ports to places south of the line, or beyond either of the Capes, cross the Atlantic to the Azores, or Western Islands, for the purpose of finding favorable winds, while vessels from British ports run down to the same latitude and longitude without the necessity of crossing the ocean, to avail themselves of the same advantages.

The construction of the proposed railroad across the Isthmus, will not only do away this advantage over us now possessed by European commerce and navigation, but will turn the tide in our favor.

The average distance from Liverpool, London, and Havre, to Panama, is 4,700 miles, from New York the distance is 2,200 miles, from Charleston 1,500, from Savannah 1,400, from New Orleans and Mobile, 1,600, making an average distance from our principal exporting Atlantic and Gulf ports, of about 1,700 miles to Panama. If, therefore, we admit, for the sake of argument, that European commerce with the Pacific Ocean, the East India and China seas, will take the new route across the Isthmus, there will be a difference of 3,000 miles in our favor. Add to this the 1,500 miles now against us, and we find that we shall gain by this channel of communication, in our relative position to those parts of the world, a distance of 4,500 miles, or of 42 days. In the voyage out and home we shall have the advantage of our European competitors 9,000 miles, and 84 days, as compared with the present route.

The Report argues that the commerce of Europe with the East Indies, China, and the West Coast of America, must fall into our hands, although we do not see the cogency of its reasoning. A table of distances to various ports beyond the Capes is given, showing, according to the report, that the new route across the Isthmus will bring us more than an average of 10,000 miles nearer to the East Indies, China, and the ports of South America on the Pacific, and will actually, for all the purposes of navigation and commercial intercourse, bring the ports of the West Coast of Mexico, California, and Oregon, 14,000 miles nearer to us than they now are! With steamers on each side of the Isthmus that will go fifteen miles an hour—a speed ascertained to be quite practicable—passengers, the mails, and small

packages of light and valuable goods may be conveyed from New York to San Francisco in fourteen days, and from our southern ports in less time.

The average saving of time in our commercial intercourse with the West Coast of America, China, and the East Indies, which will be effected by the construction of the proposed railroad, is exhibited in the following table:—

TABLE SHOWING THE SAVING OF TIME FROM NEW YORK BY THE NEW ROUTE VIA THE ISTHMUS OF PANAMA, AS COMPARED WITH THE OLD ROUTES VIA CAPE HORN AND THE CAPE OF GOOD HOPE, TO THE PLACES THEREIN NAMED, ESTIMATING THE DISTANCE WHICH A COMMON TRADING SHIP WILL SAIL PER DAY TO BE 110 MILES, AND CALCULATING FOR THE VOYAGE OUT AND HOME.

From New York to	DISTANCES, ETC.,					
	Via Cape Passage of Good Hope.		Via Cape out and home.		Passage Via Isthmus of Panama.	
	<i>Miles.</i>	<i>Days.</i>	<i>Miles.</i>	<i>Days.</i>	<i>Miles.</i>	<i>Days.</i>
Calcutta.....	17,500	318	23,000	418	13,400	244
Canton.....	19,500	354	21,500	390	10,600	192
Shanghai....	20,000	362	22,000	400	10,400	188
Valparaiso...	.....	...	12,900	234	4,900	86
Callao.....	.....	...	13,500	244	3,500	62
Guayaquil...	.....	...	14,300	260	2,800	50
Panama.....	.....	...	16,000	290	2,200	36
San Blas.....	.....	...	17,800	322	3,800	68
Mazatlan....	.....	...	18,000	326	4,000	72
San Diego....	.....	...	18,500	336	4,500	82
San Francisco	.....	...	19,000	344	5,000	90

The employment of steam vessels would render the contrast in our favor still more striking.

Steamers, with a speed of twelve miles an hour, would go from New York, via the Isthmus, (throwing out the fractions)—to Calcutta in 47 days; to Canton in 36; to Shanghai in 35; to Valparaiso in 17; to Callao in 12; to Guayaquil in 9½; to Panama in 8; to San Blas in 12; to Mazatlan in 13; to San Diego in 16; to San Francisco in 18 days.

PACIFIC MAIL STEAMSHIP COMPANY.

The United States Mail Steam Packets—

The CALIFORNIA....1,050 tons....Capt. CLEVELAND FORBES,
 " OREGON.....1,069 " " ROBERT H. PEARSON,

now in the Pacific.

The PANAMA.....1,087 " " WILLIAM C. STOUT,

now on the way. The above vessels are intended to form a line from Panama to ports in California, one leaving Panama every month.

Passengers in the after cabins are furnished bedding, but not wines and liquors, and will be allowed space for personal baggage, free, to the extent of 300 lbs. weight. Freight on excess and all other goods \$50 per ton, and one per cent on specie.

Passage from Panama to San Blas, or Mazatlan, 2,000 miles, in state rooms.....	\$175
Passage from Panama to San Diego, 3,000 miles, in state rooms	225
Passage from Panama to San Francisco, 3,500 miles, in state rooms	250

Passage in the lower cabin at a deduction of one-fifth from the above rates.

Passage in the forward cabin from Panama to either of the above named ports, \$100, including only such rations as are furnished to the crew. No bedding found.

Atlantic passengers have priority of choice of berths.

No passage secured until paid for. Applications to be made at the office of the Company, New York, 54 South-street.

DIRECT ROUTE FROM NEW YORK TO CHAGRES.

Steamship CRESCENT CITY...1,500 tons..Capt. CHARLES STODDARD.
 " EMPIRE CITY.....2,000 " .. " J. D. WILSON.

One of the above splendid steamships will leave New York for Chagres, *direct*, without stopping, every month, connecting with the above Pacific Mail Steamship Line running from Panama.

TABLE OF DISTANCES

FROM SAN DIEGO, CALIFORNIA, TO THE STRAITS OF JUAN DE FUCA,
OREGON,—ALONG THE COAST.

<i>Ports, &c.</i>	<i>Miles.</i>	<i>From S. Diego.</i>
SAN DIEGO, N. Lat. 32 deg. 40 min.....	...	...
San Juan.....	50	50
San Pedro.....	45	95
Santa Barbara.....	85	180
Point Conception.....	40	220
San Louis Obispo.....	50	270
Monterey Bay.....	110	380
SAN FRANCISCO.....	90	470
Bodega.....	60	530
Cape Mendocino.....	180	710
Cape Blanco.....	220	930
Mouth of Columbia River.....	240	1,170
Gray's Harbor.....	80	1,250
CAPE FLATTERY, entrance to Straits of Fuca.....	150	1,400

FROM SAN DIEGO TO SUTER'S FORT, SACRAMENTO VALLEY.

To Ciudad de los Angeles.....	...	120
Santa Barbara.....	100	220
Monterey.....	240	460
Rio San Joaquin.....	100	560
Rio Stanislaus.....	20	580
SUTER'S FORT, or New Helvetia.....	90	670

STAGE ROUTE FROM VERA CRUZ TO GUADALAJARA, VIA THE CITY OF
MEXICO.

<i>Places.</i>	<i>Miles.</i>	<i>From V. Cruz.</i>
VERA CRUZ.....	...	...
National Bridge.....	30	30
Plan del Rio.....	16	46
Cerro Gordo.....	6	52
Jalapa.....	16	68
Las Vigas.....	19	87
Perote.....	11	98
Ojo de Agua.....	35	133
Puebla.....	34	167
San Martin.....	22	189
Rio Frio.....	22	211
Cordova.....	14	225
Mexico.....	27	252
Atrogozara.....	90	342
Queretaro.....	85	427
Guanaxuato.....	100	527
Lagos.....	100	627
San Miguelito.....	90	717
GUADALAJARA.....	83	800

From Guadalajara to San Blas, about 200 miles, by mule route—making this route, from ocean to ocean, 1,000 miles.

From San Blas to Mazatlan, by water, 200 miles.

TABLE OF DISTANCES

FROM CORPUS CHRISTI TO MAZATLAN, VIA SALTILLO.

<i>Places.</i>	<i>From</i>	
	<i>Miles.</i>	<i>C. Christi.</i>
CORPUS CHRISTI.....	...	...
Comargo	150	150
Monterey	120	270
Saltillo.....	60	330
Parras	85	415
Durango	150	565
MAZATLAN	225	790

From Mazatlan to San Francisco, by water, 1,200 miles.

ESTIMATED AREA AND POPULATION.

	<i>Square miles.</i>	<i>Acres.</i>	<i>Pop., 1845.</i>
New Mexico.....	202,320	130,583,040	67,000
Upper California.....	448,691	287,162,240	33,000
Oregon.....	341,463	218,536,320	20,000



TEXAS AND NEW YORK LINE OF PACKETS.

*Only regular line between New York and Galveston,
sailing about every ten days, viz :*

Ship STEPHEN F. AUSTIN.....	500 tons.....	Capt. D. N. Moss.
" BENJAMIN R. MILAM....	500 "	" H. M. ALLEN.
" WILLIAM B. TRAVIS....	600 "	" F. B. BOLLES.
" J. W. FANNIN.....	400 "	" _____
Bark MONTAUK	350 "	" G. GATES.
" NORUMBEGA.....	350 "	" W. BUCKINGHAM.

These vessels are all of the first class, and commanded by able masters experienced in the trade. They are all new, of great strength, superior finish, and especially adapted to the trade.

It is our purpose to have at all times one of our packets at the wharf in New York to receive freight, and to give quick despatch. They have ample state-room accommodations in the cabins, and for 2nd cabin and steerage passengers, large and airy apartments.

Goods to our care will be forwarded free from commission, and the agents at Galveston will give prompt and careful attention to any goods to their care for the interior places or coast ports in Texas.

It has been our effort to make ample provision for the intercourse between Galveston and New York, and we shall continue to supply additional tonnage, as the growth of the trade may require.

J. H. BROWER & Co.,

45 South street.

Agents in Galveston—

WILLIAM HENDLY & CO.,

RICE ADAMS & CO.

New York, March, 1849.

NOTICE TO TRAVELLERS GOING TO CALIFORNIA.

The undersigned, Proprietor of the "GENERAL LINE OF STAGE COACHES, OR DILIGENCES," in Mexico, respectfully begs leave to inform the public of the United States of America, that this Line of Coaches is constantly running from Vera Cruz to the city of Gaudalajara, distance about 800 miles, in eleven days.

From Gaudalajara the travellers go on horseback to the Pacific—to San Blas, 200 miles; or to Mazatlan, 350 miles. At both ports the United States Mail Steamers, on their way to San Francisco, will touch for passengers; and besides, there are always found in these ports abundance of sailing vessels.

The travellers by the stage coaches from Vera Cruz reach Gaudalajara in eleven days, passing through the most important and interesting cities and towns of Mexico, and the most cultivated and populous part of the country.

The stage coaches stop every evening for the night at the post-houses, which are stationed as follows:—

At JALAPA.....	A City.
PEROTE.....	Town and Fortress.
PUEBLA.....	Large City.
MEXICO.....	Capital City of the Republic.
ARROGOZARA.....	Large Town.
QUERETARO.....	Manufacturing Town.
GUANAJUATO.....	Chief City of the Mining District.
LAGOS.....	Central point of the Republic.
SAN MIGUELITO.....	Small Town.
GAUDALAJARA.....	A large town.

In each of these regular stations there is a commodious Hotel, belonging to the proprietor of the line, kept in excellent style, and where travellers find every comfort at a moderate charge.

The stage fare for one seat from Vera Cruz through to Gaudalajara, is.....	\$110 00
Meals and lodging through, spending two nights in the city of Mexico, and one night at each of all the other stations,	20 50
Total expense for one passenger from Vera Cruz to Gaudalajara.....	\$139 50

The State of Gaudalajara is making a great effort to establish a carriage road from that city to Mazatlan and to San Blas. It is expected that both roads will soon be finished. As soon as this is done the proprietor of the stage coaches will extend the line to those places; and then it will cross the continent, from Vera Cruz to Mazatlan, in fourteen or fifteen days only. In the meantime travellers can procure at Gaudalajara horses for themselves and their baggage, at a cheap rate, to continue their journey to Mazatlan or San Blas.

All the coaches of the line are of the best class, and built in the State of New York, expressly for this line, by the best makers: they are fine, strong coaches, where passengers seat most comfortably, with plenty elbow room. The drivers are all selected for their capacity and honesty, and they are attentive and obliging men, to whom the roads and localities are perfectly familiar.

Any further information that may be desired will be given by the Proprietor's Agent at Vera Cruz, Mr. JOHN BELL; or at New York, by Mr. A. PATRULLO, Merchant, 71 Water-street.

A. ZURUTUZA, Proprietor.

Mexico, February 12, 1849.

DESCRIPTION

OF

NEW MEXICO, CALIFORNIA, etc.

NEW MEXICO.

THIS Territory, as defined by Spanish or Mexican authorities, extends from about 32° to 42° north latitude, and from 23° to about 33° longitude west of the city of Washington, (100° longitude west of Greenwich,) forming an area of about 200,000 square miles. On the north, the line is formed by the Arkansas River, where it crosses the 23° of west longitude, to its source, thence north to the line now separating California and Oregon, forming a very irregular line; on the west the boundary is irregular, and rather indefinite as to its separation from California.

Since the revolution and independence of Texas was achieved in 1836, the larger portion of New Mexico, lying east of the Rio Grande, has been claimed by Texas. The south-eastern boundary of New Mexico is therefore directly connected with the still undecided question of the boundaries of Texas. In 1824, when 19 independent States and the Territories of New Mexico, and Upper and Lower California, formed themselves into the present Republic of Mexico, Coahuila and

Texas were united to form one State; the boundaries of those States combined continued to be the same as under the Spanish government.

STATISTICS OF NEW MEXICO.

Extract from "A Tour to Northern Mexico," by A. WISLIZENUS, M.D.

To define the *boundaries of New Mexico* is no easy task, for the reason that they never seem to have been clearly defined; and the recent controversy in relation to the boundaries of Texas, makes them more indefinite still. To come to a clear result, we must begin with the facts, known as such. Towards the north and north-east, New Mexico meets with the boundary of the United States, as agreed upon the 22d February, 1819, between the United States and Spain, to wit: that part of the line which runs from the Red River in the 100° longitude west of Greenwich, up to the Arkansas; then along the Arkansas to its sources; from thence in a straight line north to the 42° north latitude, and following the 42° west to the Pacific. The south-eastern boundary of New Mexico is directly connected with the still undecided question of the boundaries of Texas. The limits of the Mexican province Texas, previous to its revolution, are generally considered the Neuces River in the south-west, the Red River on the north, the Sabine on the east, and the gulf of Mexico on the south-east. The State of Texas, after its declaration of independence from Mexico in 1836, resolved, as a matter of expediency, to extend the south-western boundary of Texas from the mouth of the Rio Grande along the river to its source, and up to the 42° north latitude. The settlement of this question would therefore change the boundary of New Mexico towards the north, east, and south-east, at the same time. Towards the south, the State of Chihuahua forms the principal boundary of New Mexico. On the west it is separated from California by an irregular line running west of the Sierra de los Mimbres.

New Mexico is a mountainous country, with a large valley in the middle, running from north to south, and formed by the *Rio del Norte*. The valley is generally about 20 miles wide, and bordered on the east and west by mountain chains, continuations of the Rocky Mountains, which have received here different names, as *Sierra blanca*, *de los Organos*, *oscura*, on the eastern side, and *Sierra de los Grullas*, *de Acha*, *de los Mimbres*, towards the west. The height of these mountains south of Santa Fe may, upon an average, be between six and eight thousand feet, while near Santa Fe, and in the more northern regions, some snow-covered peaks are seen that may rise from 10,000 to 12,000 feet above the sea. The mountains are principally composed of igneous rocks, as granite, sienite, diorit, basalt, &c. On the higher mountains excellent pine timber grows; on the lower, cedars, and sometimes oak; in the valley of the Rio Grande, mezquite.

The main artery of New Mexico is the Rio del Norte, the longest and largest river in Mexico. Its headwaters were explored in 1807 by Captain Pike, between the 37° and 38° north latitude; but its highest sources are supposed to be about 2° farther north in the Rocky Mountains, near the headwaters of the Arkansas and the Rio Grande, (of the Colorado of the west.) Following a generally southern direction, it runs through New Mexico, where its principal affluent is the Rio Chamas from the west, and winds its way then in a south-eastern direction through the States of Chihuahua, Coahuila, and Tamaulipas, to the Gulf of Mexico, in $25^{\circ} 56'$ north latitude. Its tributaries in the latter States are the Pecos, from the north; the Conchos, Salado, Alamo, and San Juan, from the south. The whole course of the river, in a straight line, would be near 1,200 miles; but by the meandering of its lower half, it runs at least about 2,000 miles from the region of eternal snow to the almost tropical climate of the Gulf. The elevation of the river above the sea near Albuquerque, in New Mexico, is about 4,800 feet; in el Paso del Norte, about

3,800; and at Reynosa, between three and four hundred miles from its mouth, about 170 feet. The fall of its water appeared to be, between Albuquerque and el Paso, from two to three feet in a mile, and below Reynosa one foot in two miles. The fall of the river is seldom used as motive power, except for some flour mills, which are oftener worked by mules than by water. The principal advantage which is at present derived from the river is for agriculture, by their well managed system of irrigation. As to its navigation in New Mexico, I doubt very much if even canoes could be used, except perhaps during May or June, when the river is in its highest state, from the melting of the snow in the mountains. The river is entirely too shallow, and interrupted by too many sand bars, to promise anything for navigation. On the southern portion of the river, the recent exploration by Captain Sterling, of the United States steamer Major Brown, has proved that steamboats may ascend from the gulf as far as Laredo, a distance of 700 miles. Although said steamboat did not draw over two feet of water, yet the explorers of that region express their opinion, that "by spending some \$100,000 in a proper improvement of the river above Mier, boats drawing four feet could readily ply between the mouth of the Rio Grande and Laredo."

The soil in the valley of the Rio del Norte, in New Mexico, is generally sandy and looks poor, but by irrigation it produces abundant crops. Though agriculture is carried on in a very primitive way, with the hoe alone, or with a rough plough, made often entirely of wood, without any particle of iron, they raise large quantities of Indian corn and wheat, beans, onions, red peppers, and some fruits. The most fertile part of the valley begins below Santa Fe, along the river, and is called "rio abajo," or (the country) down the river. It is not uncommon there to raise two crops within one year. The general dryness of the climate, and the aridity of the soil in New Mexico, will always confine agriculture to the valleys of the water-courses, which

are as rare as over all Mexico—such, at least, as contain running water throughout the year. But this important defect may be remedied by Artesian wells. On several occasions I remarked on the high table land from Santa Fe south, that in a certain depth layers of clay are found, that may form reservoirs of the sunken water-courses from the eastern and western mountain chain, which, by the improved method of boring, or Artesian wells, might be easily made to yield their water to the surface. If experiments to that effect should prove successful, the progress of agriculture in New Mexico would be more rapid, and even many dreaded “Jornadas” might be changed from waterless deserts into cultivated plains. But at present, irrigation from a water-course is the only available means of carrying on agriculture. The irrigation is effected by damming the streams and throwing the water into larger and smaller ditches (*acequias*) surrounding and intersecting the whole cultivated land. The inhabitants of towns and villages, therefore, locate their lands together, and allot to each one a part of the water at certain periods. These common fields are generally without fences, which are less needed, as the grazing stock is guarded by herdsmen. The finest fields are generally seen on the *haciendas*, or large estates, belonging to the rich property holders in New Mexico. These haciendas are apparently a remnant of the old feudal system, where large tracts of land, with the appurtenances of Indian inhabitants as serfs, were granted by the Spanish crown to their vassals. The great number of human beings attached to these haciendas are, in fact, nothing more than serfs; they receive from their masters only food, lodging, and clothing, or perhaps a mere nominal pay, and are therefore kept in constant debt and dependence to their landlords; so that if old custom and natural indolence did not prevail upon them to stay with their hereditary masters, the enforcement of the Mexican laws against debtors would be sufficient to continue their servitude from generation to generation.

Besides agriculture, the inhabitants of New Mexico pay a great deal of attention to the *raising of stock*, as horses, mules, cattle, sheep, and goats. Their stock is all rather of a small size, because they care very little for the improvement of the breed; but it increases very fast, and as no feeding in stables is needed in the winter, it gives them very little trouble. There are large tracks of land in New Mexico too distant from water to be cultivated, or in too mountainous parts, which afford, nevertheless, excellent pasturage for millions of stock during the whole year; but unfortunately here, as well as in the State of Chihuahua, the raising of stock has been crippled by the invasions of the hostile Indians, who considered themselves secret partners in the business, and annually take their share away.

A third, much neglected branch of industry in New Mexico are the *mines*. Great many now deserted mining places in New Mexico prove that mining was pursued with greater zeal in the old Spanish times than at present, which may be accounted for in various ways, as the present want of capital, want of knowledge in mining, but especially the unsettled state of the country and the avarice of its arbitrary rulers. The mountainous parts of New Mexico are very rich in gold, copper, iron, and some silver. Gold seems to be found to a large extent in all the mountains near Santa Fe, south of it in a distance of about 100 miles, as far as Gran Quivira, and north for about 120 miles up to the river Sangre de Cristo. Throughout this whole region gold dust has been abundantly found by the poorer classes of Mexicans, who occupy themselves with the washing of this metal out of the mountain streams. At present the old and the new *Placer*, near Santa Fe, have attracted most attention, and not only gold washes, but some gold mines too, are worked there. They are, so far as my knowledge extends, the only gold mines worked now in New Mexico. But as I have made from Santa Fe an excursion there for the special purpose of examining those mines, I must refer the reader, in rela-

tion to them, to that chapter of my narrative. As to the annual amount of gold produced in New Mexico, I am unable to give even an estimate. But as nearly all the gold of New Mexico is bought up by the traders, and smuggled out of the country to the United States, I believe that a closer calculation of the gold produced in New Mexico could be made in the different mints of the United States than in Mexico itself. Several rich silver mines were, in Spanish times, worked at Avo, at Cerrillos, and in the Nambé Mountains, but none at present. Copper is found in abundance throughout the country, but principally at las Tijeras, Jemas, Abiquiu, Guadelupita de Mora, &c. I heard of but one copper mine worked at present south of the Placers. Iron, though also abundantly found, is entirely overlooked. Coal has been discovered in different localities, as in the Raton Mountains, near the village of Jemez, south-west of Santa Fe, in a place south of the Placers, &c. Gypsum, common and selenite, are found in large quantities in Mexico; most extensive layers of it, I understood, exist in the mountains near Algodones, on the Rio del Norte, and in the neighborhood of the celebrated "Salinas." It is used as common lime for whitewashing, and the chrystalline or selenite instead of window-glass. About four days travelling (probably 100 miles) south south-east of Santa Fe, on the high table land between the Rio del Norte and Pecos, are some extensive *salt lakes*, or "*salinas*," from which all the salt (mu-riate of soda) used in New Mexico is procured. Large caravans go there every year from Santa Fe in the dry season, and return with as much as they can transport. They exchange, generally, one bushel of salt for one of Indian corn, or sell it for one and even two dollars a bushel.

Not far from these salinas the ruins of an old city are found, of the fabulous "*la Gran Quivira*." The common report in relation to this place is, that a very large and wealthy city was once here situated, with very rich mines, the produce of which was once or

twice a year sent to Spain. At one season, when they were making extraordinary preparations for transporting the precious metals, the Indians attacked them; whereupon the miners buried their treasures, worth 50,000,000, and left the city together; but they were all killed except two, who went to Mexico, giving the particulars of the affair and soliciting aid to return. But the distance being so great and the Indians so numerous, nobody would advance, and the thing was dropped. One of the two went to New Orleans, then under the dominion of Spain, raised 500 men and started by way of the Sabine, but was never heard of afterwards. So far the report. Within the last few years several Americans and Frenchmen have visited the place; and, although they have not found the treasure, they certify at least to the existence of an aqueduct, about 10 miles in length, to the still standing walls of several churches, the sculptures of the Spanish coat of arms, and to many spacious pits, supposed to be silver mines. It was no doubt a Spanish mining town, and it is not unlikely that it was destroyed in 1680, in the general, successful insurrection of the Indians in New Mexico against the Spaniards. Dr. Samuel G. Morton, in a late pamphlet, suggests the probability that it was originally an old Indian city, into which the Spaniards, as in several other instances, had intruded themselves, and subsequently abandoned it. Further investigation, it is to be hoped, will clear up this point.

The *climate* of New Mexico is of course very different in the higher, mountainous parts, from the lower valley of the Rio del Norte; but generally taken, it is temperate, constant, and healthy. The summer heat in the valley of the river will sometimes rise to nearly 100° Fahrenheit, but the nights are always cool and pleasant. The winters are much longer and more severe than in Chihuahua, the higher mountains are always covered with snow, and ice and snow are common in Santa Fe; but the Rio del Norte is never frozen with ice thick enough to admit the passage of horses

and carriages, as was formerly believed. The sky is generally clear, and the atmosphere dry. Between July and October, rains fall; but the rainy seasons are here not so constant and regular as in the southern States. Disease seems to be very little known, except some inflammations and typhoidal fevers in the winter season.

The whole *population* of New Mexico was in 1793, according to a census, 30,953; in 1833 it was calculated to amount to 52,360, and that number to consist of 1-20th Gapuchines, (native Spaniards,) 4-20ths Creoles, 5-20ths Mestizes of all grades, and 10-20ths pueblo Indians. In 1842, the population was estimated at 57,026, and at present at about 70,000 souls.

SANTA FE is one of the oldest Spanish settlements in New Mexico; its origin dates probably as far back as the end of the sixteenth century. It lies in $35^{\circ} 41' 6''$ north latitude, and $106^{\circ} 2' 30''$ longitude west of Greenwich.* Its elevation above the sea, according to my own observations, is 7,047 feet.

Santa Fe lies in a direct line about 20 miles east of the Rio del Norte, in a wide plain, surrounded on all sides by mountains. The eastern mountains are the nearest; those towards the north-east, the Taos Mountains, the highest; some of their snow-capped peaks are supposed to be from four to five thousand feet higher than Santa Fe. A small creek, that comes from the eastern mountains, provides the town with water, and runs about 25 miles south-west from it into the Rio del Norte. There is no timber on the plains, but the mountains are covered with pine and cedar. The

* This is the result of the most numerous astronomical observations made by Lieut. Emory, of the engineer corps, during his stay in Santa Fe, and which he has kindly allowed me to refer to. The result of my own observations for latitude, made during my short sojourn in Santa Fe, differs from his but in seconds. Dr. J. Gregg had already determined it as in 35° $41'$ $min.$ There can, therefore, be no doubt as to the real latitude of Santa Fe. Nevertheless, all the Mexican maps have generally laid it nearly one degree further north. This northern tendency of Mexican maps I observed on many other points where I made observations for latitude.

soil around Santa Fe is poor and sandy; without irrigation, scarcely anything can be raised. There is no good pasturage on the plains; stock is generally sent to the mountains, and only asses, mules, and goats—the stock of the poorer classes—are kept near the settlements.

The *climate* of Santa Fe is rather pleasant; not excessively warm in the summer, and moderately cold in the winter, though snow is a common occurrence. Nearly all the year the sky is clear, and the atmosphere dry. All the houses in Santa Fe are built of adobes, but one story high, with flat roofs; each house in a square form, with a court or open area in the centre. The streets are irregular, narrow, and dusty. The best looking place is the "plaza;" a spacious square, one side of which the so-called *palacio*, the residence of the Governor, occupies. The palace is a better building than the rest; it has a sort of portico, and glass windows. Glass is a great luxury in Santa Fe; common houses have shutters instead of windows, or quite small windows of selenite, (chrySTALLIZED gypsum.) Among the distinguished buildings in Santa Fe are two churches with steeples, but of very common construction.

The inhabitants of Santa Fe are a mixed race of Spanish and Indian blood, though the latter prevails. The number of inhabitants was in former times reported as high as 4,000; at present it contains at most 3,000; and with the surrounding settlements belonging to the jurisdiction of Santa Fe, about 6,000. The manners and customs of the inhabitants of Santa Fe are those of whole Northern Mexico; they are indolent, frugal, sociable, very fond of gambling and fandangos, and the lower classes, at least, exceedingly filthy. As in most Mexican towns, I was at a loss to find out by what branch of industry the mass of the people support themselves;—and I came at last to the conclusion, that if from natural indolence they work as little as possible, their extreme frugality, too, enables them to subsist upon almost nothing.

UPPER CALIFORNIA.

Extract from FREMONT's Description of California.

THE diversity in different parts is too great to admit of generalization in the description. Separate views of different parts must be taken; and in this brief sketch the design is to limit the view to the two great divisions of the country which lie on the opposite sides of the SIERRA NEVADA, and to the character of that mountain itself, so prominent in the structure of the country, and exercising so great an influence over the climate, soil, and productions of its two divisions.

SIERRA NEVADA.

THIS SIERRA is part of the great mountain range, which, under different names and with different elevations, but with much uniformity of direction and general proximity to the coast, extends from the peninsula of California to Russian America, and without a gap in the distance through which the water of the Rocky Mountains could reach the Pacific Ocean, except at the two places where the Columbia and Frazer's River respectively find their passage. This great range is remarkable for its length, its proximity and parallelism to the sea coast, its great elevation, often more lofty than the Rocky Mountains, and its many grand volcanic peaks, reaching high into the region of perpetual snow. Rising singly, like pyramids, from heavily timbered plateaux, to the height of fourteen and seventeen thousand feet above the sea, these snowy peaks constitute the characterizing feature of the range, and distinguish it from the Rocky Mountains and all others on our part of the continent.

That part of this range which traverses the ALTA CALIFORNIA is called the *Sierra Nevada*, (Snowy Mountain)—a name in itself implying a great elevation, as it is only applied, in Spanish geography, to the mountains whose summits penetrate the region of perpetual snow. It is a grand feature of California, and a dominating

one, and must be well understood before the structure of the country and the character of its different divisions can be comprehended. It divides California into two parts, and exercises a decided influence on the climate, soil, and productions of each. Stretching along the coast, and at the general distance of 150 miles from it, this great mountain wall receives the warm winds, charged with vapor, which sweep across the Pacific Ocean, precipitates their accumulated moisture in fertilizing rains and snows upon its western flank, and leaves cold and dry winds to pass on to the east. Hence the characteristic differences of the two regions—mildness, fertility, and a superb vegetable kingdom on one side, comparative barrenness and cold on the other.

The two sides of the Sierra exhibit two distinct climates. The state of vegetation, in connection with some thermometrical observations made during the recent exploring expedition to California, will establish and illustrate this difference. In the beginning of December, 1845, we crossed this Sierra, at latitude $39^{\circ} 17' 12''$, at the present usual emigrant pass, at the head of the Salmon Trout River, 40 miles north of New Helvetia, and made observations at each base, and in the same latitude, to determine the respective temperatures; the two bases being, respectively, the *western* about 500, and the *eastern* about 4,000 feet above the level of the sea; and the Pass, 7,200 feet. The mean results of the observations were, on the *eastern* side, at sunrise, 9° ; at noon, 44° ; at sunset, 30° ; the state of vegetation and the appearance of the country being at the same time (second week of December) that of confirmed winter; the rivers frozen over, snow on the ridges, annual plants dead, grass dry, and deciduous trees stripped of their foliage. At the *western* base, the mean temperature during a corresponding week was, at sunrise 29° , and at sunset 52° ; the state of the atmosphere and of vegetation that of advancing spring; grass fresh and green, four to eight inches high, vernal plants in bloom, the air soft, and all the streams free from ice.

Thus December, on one side of the mountain was winter; on the other it was spring.

THE GREAT BASIN.

EAST of the Sierra Nevada, and between it and the Rocky Mountains, is that anomalous feature in our continent, the GREAT BASIN, the existence of which was advanced as a theory after the second expedition, and is now established as a geographical fact. It is a singular feature: a basin of some 500 miles diameter every way, between four and five thousand feet above the level of the sea, shut in all around by mountains, with its own system of lakes and rivers, and having no connection whatever with the sea. Partly arid and sparsely inhabited, the general character of the Great Basin is that of desert, but with great exceptions, there being many parts of it very fit for the residence of a civilized people; and of these parts the Mormons have lately established themselves in one of the largest and best. Mountain is the predominating structure of the interior of the Basin, with plains between—the mountains wooded and watered, the plains arid and sterile. The interior mountains conform to the law which governs the course of the Rocky Mountains and of the Sierra Nevada, ranging nearly north and south, and present a very uniform character of abruptness, rising suddenly from a narrow base of ten to twenty miles, and attaining an elevation of two to five thousand feet above the level of the country. They are grassy and wooded, showing snow on their summit peaks during the greater part of the year, and affording small streams of water from five to fifty feet wide, which lose themselves, some in lakes, some in the dry plains, and some in the belt of alluvial soil at the base; for these mountains have very uniformly this belt of alluvion, the wash and abrasion of their sides, rich in excellent grass, fertile, and light and loose enough to absorb small streams. Between these mountains are the arid plains which receive and deserve the name of desert. Such is

the general structure of the interior of the Great Basin, more Asiatic than American in its character, and much resembling the elevated region between the Caspian Sea and Northern Persia. The rim of this Basin is massive ranges of mountains, of which the Sierra Nevada on the west, and the Wah-satch and Timpanogos chains on the east, are the most conspicuous. On the north, it is separated from the waters of the Columbia by a branch of the Rocky Mountains, and from the Gulf of California, on the south, by a bed of mountainous ranges, of which the existence has been only recently determined. Snow abounds on them all; on some, in their loftier parts, the whole year, with wood and grass; with copious streams of water, sometimes amounting to considerable rivers, flowing inwards, and forming lakes or sinking in the sands. Belts or benches of good alluvion are usually found at their base.

Lakes in the Great Basin. The Great Salt Lake and the Utah Lake are in this Basin, towards its eastern rim, and constitute its most interesting feature—one, a saturated solution of common salt—the other, fresh—the Utah about 100 feet above the level of the Salt Lake, which is itself 4,200 above the level of the sea, and connected by a strait, or river, thirty-five miles long.

These lakes drain an area of ten or twelve thousand square miles, and have, on the east, along the base of the mountain, the usual bench of alluvion, which extends to a distance of three hundred miles, with wood and water, and abundant grass. The Mormons have established themselves on the strait between these two lakes, and will find sufficient arable land for a large settlement—important from its position as intermediate between the Mississippi valley and the Pacific Ocean, and on the line of communication to California and Oregon.

The Utah is about thirty-five miles long, and is remarkable for the numerous and bold streams which it receives, coming down from the mountains on the south-east, all fresh water, although a large formation

of rock salt, imbedded in red clay, is found within the area on the south-east, which it drains. The lake and its affluents afford large trout and other fish in great numbers, which constitute the food of the Utah Indians during the fishing season. The Great Salt Lake has a very irregular outline, greatly extended at time of melting snows. It is about seventy miles in length; both lakes ranging nearly north and south, in conformity to the range of the mountains, and is remarkable for its predominance of salt. The whole lake waters seem thoroughly saturated with it, and every evaporation of the water leaves salt behind. The rocky shores of the islands are whitened by the spray, which leaves salt on everything it touches, and a covering like ice forms over the water, which the waves throw among the rocks. The shores of the lake in the dry season, when the waters recede, and especially on the south side, are whitened with encrustations of fine white salt; the shallow arms of the lake, at the same time, under a slight covering of briny water, present beds of salt for miles, resembling softened ice, into which the horses' feet sink to the fetlock. Plants and bushes, blown by the wind upon these fields, are entirely encrusted with crystallized salt, more than an inch in thickness. Upon this lake of salt the fresh water received, though great in quantity, has no perceptible effect. No fish, or animal life of any kind, is found in it; the *larvæ* on the shore being found to belong to winged insects. A geological examination of the bed and shores of this lake is of the highest interest.

Five gallons of water taken from this lake in the month of September, and roughly evaporated over a fire, gave fourteen pints of salt, a part of which being subjected to analysis, gave the following proportions:

Chloride of sodium (common salt).....	97.80 parts.
Chloride of calcium.....	0.61 "
Chloride of magnesium.....	0.24 "
Sulphate of soda.....	0.23 "
Sulphate of lime.....	1.12 "
	<hr/> 100.00

MARITIME REGION WEST OF THE SIERRA NEVADA.

WEST of the SIERRA NEVADA, and between that mountain and the sea, is the second grand division of California, and the only part to which the name applies in the current language of the country. It is the occupied and inhabited part, and so different in character—so divided by the mountain wall of the Sierra from the Great Basin above—as to constitute a region to itself, with a structure and configuration—a soil, climate, and productions—of its own; and as Northern Persia may be referred to as some type of the former, so may Italy be referred to as some point of comparison for the latter. North and south, this region embraces about ten degrees of latitude—from 32° , where it touches the peninsula of California, to 42° , where it bounds on Oregon. East and west, from the Sierra Nevada to the sea, it will average, in the middle parts, 150 miles; in the northern parts 200—giving an area of above 100,000 square miles. Looking westward from the summit of the Sierra, the main feature presented is the long, low, broad valley of the Joaquin and Sacramento rivers—the two valleys forming one—500 miles long and 50 broad, lying along the base of the Sierra, and bounded to the west by the low coast range of mountains, which separates it from the sea. Long dark lines of timber indicate the streams, and bright spots mark the intervening plains. Lateral ranges, parallel to the Sierra Nevada and the coast, make the structure of the country and break it into a surface of valleys and mountains—the valleys a few hundred, and the mountains two to four thousand feet above the sea. These form greater masses, and become more elevated in the north, where some peaks, as the Shastl, enter the regions of perpetual snow. Stretched along the mild coast of the Pacific, with a general elevation in its plains and valleys of only a few hundred feet above the level of the sea—and backed by the long and lofty wall of the Sierra—mildness and geniality may be assumed as the char-

acteristic of its climate. The inhabitant of corresponding latitudes on the Atlantic side of this continent can with difficulty conceive of the soft air and southern productions under the same latitudes in the maritime region of Upper California. The singular beauty and purity of the sky in the south of this region is characterized by Humboldt as a rare phenomenon, and all travellers realize the truth of his description.

The productions of the south differ from those of the north and of the middle. Grapes, olives, Indian corn, have been its staples, with many assimilated fruits and grains. Tobacco has been recently introduced; and the uniform summer heat which follows the wet season, and is uninterrupted by rain, would make the southern country well adapted to cotton. Wheat is the first product of the north, where it always constituted the principal cultivation of the missions. This promises to be the grain growing region of California. The moisture of the coast seems particularly suited to the potato and to the vegetables common to the United States which grow to an extraordinary size.

Perhaps few parts of the world can produce in such perfection so great a variety of fruits and grains as the large and various region enclosing the Bay of San Francisco and drained by its waters.

VALLEYS OF THE SACRAMENTO AND SAN JOAQUIN.

These valleys are one, discriminated only by the names of the rivers which traverse it. It is a single valley—a single geographical formation—near 500 miles long, lying at the western base of the Sierra Nevada, and between it and the coast range of mountains, and stretching across the head of the Bay of San Francisco, with which a *delta* of twenty-five miles connects it. The two rivers, San Joaquin and Sacramento, rise at opposite ends of this long valley, receive numerous streams, many of them bold rivers, from the Sierra Nevada, become themselves navigable rivers, flow towards each other, meet half way, and enter the Bay of San

Francisco together, in the region of tide water, making a continuous water line from one end to the other.

The valley of the San Joaquin is about 300 miles long and 60 broad, between the slopes of the coast mountain and the Sierra Nevada, with a general elevation of only a few hundred feet above the level of the sea. It presents a variety of soil, from dry and unproductive to well watered and luxuriantly fertile. The eastern (which is the fertile) side of the valley is intersected with numerous streams, forming large and very beautiful bottoms of fertile land, wooded principally with white oaks (*quercus longiglanda*, Torr. and Frem.) in open groves of handsome trees, often five or six feet in diameter, and sixty to eighty feet high. Only the larger streams, which are fifty to one hundred and fifty yards wide, and drain the upper parts of the mountains, pass entirely across the valley, forming the *Tulare Lakes* and the *San Joaquin River*, which, in the rainy season, make a continuous stream from the head of the valley to the bay. The *foot hills* of the Sierra Nevada, which limit the valley, make a woodland country, diversified with undulating grounds and pretty valleys, and watered with numerous small streams, which reach only a few miles beyond the hills, the springs which supply them not being copious enough to carry them across the plains. These afford many advantageous spots for farms, making sometimes large bottoms of rich moist land. The rolling surface of the hills presents sunny exposures, sheltered from the winds, and having a highly favorable climate and suitable soil, are considered to be well adapted to the cultivation of the grape, and will probably become the principal vine growing region of California. The uplands bordering the valleys of the large streams are usually wooded with evergreen oaks, and the intervening plains are timbered with groves or belts of evergreen and white oaks among prairie and open land. The surface of the valley consists of level plains along the *Tulare Lakes* and *San Joaquin River*, changing into undulating and rolling ground nearer the foot hills of the mountains.

The valley of the Sacramento is divided into upper and lower—the lower 200 miles long, the upper about 100; and the latter not merely entitled to the distinction of upper, as being higher up on the river, but also as having a superior elevation of some thousands of feet above it. The division is strongly and geographically marked. The Shastl peak stands at the head of the lower valley, in the forks of the river, rising from a base of about 1,000 feet, out of a forest of heavy timber. It ascends like an immense column upwards of 14,000 feet, (nearly the height of Mont Blanc,) the summit glistening with snow, and visible, from favorable points of view, at a distance of 140 miles down the valley. The river here, in descending from the upper valley, plunges down through a *canon*, falling 2,000 feet in twenty miles. This upper valley is 100 miles long, heavily timbered, the climate and productions modified by its altitude, its more northern position, and the proximity and elevation of the neighboring mountains covered with snow. It contains valleys of arable land, and is deemed capable of settlement. Added to the lower valley, it makes the whole valley of the Sacramento 300 miles long.

Bay of San Francisco and adjacent country. The Bay of San Francisco has been celebrated, from the time of its first discovery, as one of the finest in the world, and is justly entitled to that character even under the seaman's view of a mere harbor. But when all the accessory advantages which belong to it—fertile and picturesque dependent country; mildness and salubrity of climate; connexion with the great interior valley of the Sacramento and San Joaquin; its vast resources for ship timber, grain, and cattle—when these advantages are taken into the account, with its geographical position on the line of communication with Asia, it rises into an importance far above that of a mere harbor, and deserves a particular notice in any account of maritime California. Its latitudinal position is that of Lisbon; its climate is that of southern Italy; settlements

upon it for more than half a century attest its healthiness; bold shores and mountains give it grandeur; the extent and fertility of its dependent country give it great resources for agriculture, commerce, and population.

The Bay of San Francisco is separated from the sea by low mountain ranges. Looking from the peaks of the Sierra Nevada, the coast mountains present an apparently continuous line, with only a single gap, resembling a mountain pass. This is the entrance to the great bay, and is the only water communication from the coast to the interior country. Approaching from the sea, the coast presents a bold outline. On the south, the bordering mountains come down in a narrow ridge of broken hills, terminating in a precipitous point, against which the sea breaks heavily. On the northern side, the mountain presents a bold promontory, rising in a few miles to a height of two or three thousand feet. Between these points is the strait—about one mile broad, at the narrowest part, and five miles long from the sea to the bay. Passing through this gate,* the bay opens to the right and left, extending in each direction about 35 miles, having a total length of more than 70, and a coast of about 275 miles. It is divided, by straits and projecting points, into three separate bays, of which the northern two are called San Pablo and Suisoon Bays. Within, the view presented is of a mountainous country, the bay resembling an interior lake of deep water, lying between parallel ranges of mountains. Islands, which have the bold character of the shores—some mere masses of rock, and others grass covered, rising to the height of three and eight

* Called *Chrysopyla* (Golden Gate) on the map, on the same principle that the harbor of *Byzantium* (Constantinople afterwards) was called *Chrysoceras*, (Golden Horn.) The form of the harbor, and its advantages for commerce, (and that before it became an entrepot of Eastern commerce,) suggested the name to the Greek founders of Byzantium. The form of the entrance into the Bay of San Francisco, and its advantages for commerce, (Asiatic inclusive,) suggest the name which is given to this entrance.

hundred feet—break its surface, and add to its picturesque appearance. Directly fronting the entrance, mountains a few miles from the shore rise about 2,000 feet above the water, crowned by a forest of the lofty *cypress*, which is visible from the sea, and makes a conspicuous landmark for vessels entering the bay. Behind, the rugged peak of *Mount Diavolo*, nearly 4,000 feet high, (3,770,) overlooks the surrounding country of the bay and San Joaquin. The immediate shore of the bay derives, from its proximate and opposite relation to the sea, the name of *contra costa* (counter-coast, or opposite coast.) It presents a varied character of rugged and broken hills, rolling and undulating land, and rich alluvial shores backed by fertile and wooded ranges, suitable for towns, villages, and farms, with which it is beginning to be dotted. A low alluvial bottom land, several miles in breadth, with occasional open woods of oak, borders the foot of the mountains around the southern arm of the bay, terminating on a breadth of twenty miles in the fertile valley of St. Joseph, a narrow plain of rich soil, lying between ranges from two to three thousand feet high. The valley is openly wooded with groves of oak, free from underbrush, and after the spring rains covered with grass. Taken in connexion with the valley of San Juan, with which it forms a continuous plain, it is fifty-five miles long and one to twenty broad, opening into smaller valleys among the hills. At the head of the bay it is twenty miles broad, and about the same at the southern end, where the soil is beautifully fertile, covered in summer with four or five varieties of wild clover several feet high. In many places it is overgrown with wild mustard, growing ten or twelve feet high, in almost impenetrable fields, through which roads are made like lanes. On both sides the mountains are fertile, wooded, or covered with grasses or scattered trees. On the west it is protected from the chilling influence of the north-west winds by the *cuesta de los gatos*, (wild-cat ridge,) which separates it from the coast. This is a grassy

and timbered mountain, watered with small streams, and wooded on both sides with many varieties of trees and shrubbery, the heavier forests of pine and cypress occupying the western slope. Timber and shingles are now obtained from this mountain; and one of the recently discovered quicksilver mines is on the eastern side of the mountain, near the Pueblo of San Jose. This range terminates on the south in the *Anno Nuevo* point of Monterey Bay, and on the north declines into a ridge of broken hills about five miles wide, between the bay and the sea, and having the town of San Francisco on the bay shore, near its northern extremity.

Sheltered from the cold winds and fogs of the sea, and having a soil of remarkable fertility, the valley of St. Joseph (San Jose) is capable of producing in great perfection many fruits and grains which do not thrive on the coast in its immediate vicinity. Without taking into consideration the extraordinary yields which have sometimes occurred, the fair average product of wheat is estimated at fifty fold, or fifty for one sown. The mission establishments of *Sana Clara* and *San Jose*, in the north end of the valley, were formerly, in the prosperous days of the missions, distinguished for the superiority of their wheat crops.

The slope of alluvial land continues entirely around the eastern shore of the bay, intersected by small streams, and offering some points which good landing and deep water, with advantageous positions between the sea and interior country, indicate for future settlement.

The strait of *Carquines*, about one mile wide and eight or ten fathoms deep, connects the San Pablo and Suisoon Bays. Around these bays smaller valleys open into the bordering country, and some of the streams have short launch navigation, which serves to convey produce to the bay. Missions and large farms were established at the head of navigation on these streams, which are favorable sites for towns or villages. The country around the Suisoon Bay presents smooth

low ridges and rounded hills, clothed with wild oats, and more or less openly wooded on their summits. Approaching its northern shores from *Sonoma* it assumes, though in a state of nature, a cultivated and beautiful appearance. Wild oats cover it in continuous fields, and herds of cattle and bands of horses are scattered over low hills and partly isolated ridges, where blue mists and openings among the abruptly terminating hills indicate the neighborhood of the bay.

The *Swissoon* is connected with an expansion of the river formed by the junction of the Sacramento and San Joaquin, which enter the San Francisco Bay in the same latitude, nearly, as the mouth of the Tagus at Lisbon. A delta of twenty-five miles in length, divided into islands by deep channels, connects the bay with the valley of the San Joaquin and Sacramento, into the mouths of which the tide flows, and which enter the bay together as one river.

Such is the bay, and the proximate country and shores of the Bay of San Francisco. It is not a mere indentation of the coast, but a little sea to itself, connected with the ocean by a defensible gate, opening out between seventy and eighty miles to the right and left, upon a breadth of ten to fifteen, deep enough for the largest ships, with bold shores suitable for towns and settlements, and fertile adjacent country for cultivation. The head of the bay is about forty miles from the sea, and there commences its connection with the noble valleys of the San Joaquin and Sacramento.

CLIMATE OF CALIFORNIA.

The climate of maritime California is greatly modified by the structure of the country, and under this aspect may be considered in three divisions—the *southern*, below Point Conception and the Santa Barbara mountain, about latitude 35° ; the *northern*, from Cape Mendocino, latitude 41° , to the Oregon boundary; and the middle, including the Bay and Basin of San Francisco and the coast between Point Conception and Cape

Mendocino. Of these three divisions the rainy season is longest and heaviest in the north and lightest in the south. Vegetation is governed accordingly—coming with the rains—decaying where they fail. Summer and winter, in our sense of the terms, are not applicable to this part of the country. It is not heat and cold, but wet and dry, which mark the seasons; and the winter months, instead of killing vegetation, revive it. The dry season makes a period of consecutive drought, the only winter in the vegetation of this country, which can hardly be said at any time to cease. In forests, where the soil is sheltered; in low lands of streams and hilly country, where the ground remains moist, grass continues constantly green and flowers bloom in all the months of the year. In the southern half of the country the long summer drought has rendered irrigation necessary, and the experience of the missions, in their prosperous day, has shown that, in California, as elsewhere, the driest plains are made productive, and the heaviest crops produced by that mode of cultivation. With irrigation a succession of crops may be produced throughout the year. Salubrity and a regulated mildness characterize the climate; there being no prevailing diseases, and the extremes of heat during the summer being checked by sea breezes during the day, and by light airs from the Sierra Nevada during the night. The nights are generally cool and refreshing, as is the shade during the hottest day.

California, below the Sierra Nevada, is about the extent of Italy, geographically considered in all the extent of Italy from the Alps to the termination of the peninsula. It is of the same length, about the same breadth, consequently the same area, (about one hundred thousand square miles,) and presents much similarity of climate and productions. Like Italy, it lies north and south, and presents some differences of climate and productions, the effect of difference of latitude, proximity of high mountains, and configuration of the coast. Like Italy, it is a country of mountains and valleys:

different from it in its internal structure, it is formed for *unity*; its large rivers being concentric, and its large valleys appurtenant to the great central Bay of San Francisco, within the area of whose waters the dominating power must be found.

Geographically, the position of this California is one of the best in the world; lying on the coast of the Pacific, fronting Asia, on the line of an American road to Asia, and possessed of advantages to give full effect to its grand geographical position.—*Fremont's Geographical Memoir.*

GOLD REGION OF CALIFORNIA.

Extract from an Official Account of the GOLD REGION, dated,

QUARTERMASTER'S OFFICE, SAN FRANCISCO, Sept. 18, 1848.

SIR:—In compliance with an intimation in my monthly report of June 30, I proceed to give you a hasty account of California, as it is seen under the influence of the gold excitement now prevailing throughout the country. I shall precede my remarks upon the mines by a few observations upon the situation of the country prior to their discovery.

Up to the time the American flag was raised in California, by Commodore Sloat, in July, 1846, the country may be said to have slumbered on from its first settlement, without enterprise or activity on the part of its inhabitants. Constitutionally indolent in their habits, the climate was admirably adapted to develop and perpetuate the worst forms of slothfulness and improvidence among the occupants of the soil. The people were too much the victims of these vices to become even shepherds in the true sense of the word; and they lived without even milk, butter, or cheese, although surrounded by thousands of milch cows; and scarcely an attempt was made to call out the agricultural virtues of the soil. A little wheat and corn, and a few beans, pumpkins, and melons, satisfied the moderate wants of those who had never known the comforts to be derived from industry, and the grand staple of sub-

sistence with all classes was the flesh of their cattle. The listlessness and apathy of this kind of life clung to the whole native population; and when the United States flag was raised here, the country could boast of no improvements, either public or private, except what the moderate wants of a warm latitude rendered imperatively necessary.

* * * * *

But a change came over the face of affairs. In the latter part of February, 1848, a mechanic, named James W. Marshall, was employed in building a saw-mill for John A. Sutter, Esq., on the south branch of a river known in California as the American Fork, some fifty miles from New Helvetia, or Sutter's Fort. On Fremont's map this river is called "Rio de los Americanos." It is the stream by which Captain Fremont descended into the valley of the Sacramento River, by a perilous march, in the winter and spring of 1843. While employed in cutting a mill-race or canal for this improvement, Mr. Marshall discovered the pieces of gold as they glistened in the sunlight at the bottom of the sluice. Pieces of considerable size were taken from the water, and in a few days gold to the amount of one hundred and fifty dollars was removed in this manner. The laborers on the works, mostly Mormons, soon became satisfied of its precious nature, and the news spread rapidly about the country. Examinations were prosecuted at other points along the stream, and almost everywhere with success. Reports of a most marvellous nature soon reached the coast, touching those mines. Their apparent extravagance created incredulity, and the public attention was not fully called to the subject until gold dust or grain gold was brought into the market in considerable quantities for sale. Doubt soon became belief, and a change almost magical in its nature pervaded the whole population.

* * * * *

This was the condition of things about three months since, and under its influence this village was almost

absolutely deserted. It had been one of the most bustling little places I ever saw, and in a few days it became a desert. Two or three merchants and a few soldiers constituted the male population. Recently, however, there has been a reaction, which brings many back from the mines, and an active emigration is flowing in from abroad. Sickness has broken out among the miners, and many have returned, prostrated with fevers, while others have come to avoid being so. There is now a large number of laborers here, but many of them refuse to work on any terms, while those who labor do so at exorbitant prices. The ordinary compensation for white laborers is from \$6 to \$10 per day. I am now paying these prices for men I am forced to employ for repairing the government lighter, and for discharging the ship *Huntress*, now in this port. At the same time everything is high in proportion.

* * * * *

Rents have advanced in some sections of the country to an incredible extent. Store-houses of the most fragile and insecure character rent for more than the best warehouses of similar dimensions in Boston or New York.

I was at the mines about the 1st of July: at that time the weather there was insufferably hot. I think it by far the most oppressive climate I ever was in. It is much more uncomfortable than the climate of Brazil at the warmest season of the year, and everything was literally parched up after a drought which had then continued for near three months, and which had five more months to run to the rainy season.

The sea breezes which extend up the valley of the Sacramento, never pass the Sierra Nevada, and seldom penetrate even the lateral valleys and ravines of those mountains, and there was not a breath of air moving among the mines. The sun was blazing down with more than tropical fervor, while his rays were reflected in ten thousand directions from the sides of the hills, until the atmosphere glowed and glimmered like the

air in a furnace. I then foresaw (what has since happened) that there would be much sickness among the miners. These people had deserted their regular occupations; and a complete change of life and an unnatural climate could not fail to act unfavorably upon health. Their diet was bad, their labors were severe, and they were exposed completely, without shelter in the day time, to a burning sun, and at night to the chilly atmosphere of the mountains. Many of them worked with their feet in the water, and inflamed their blood, in a feverish climate, by a free use of ardent spirits. The natural consequences followed. Many are now sick with bilious and intermittent fevers, dysenteries, camp fevers, &c.

Most of the streams upon which gold is found are mountain torrents, flowing through rocky, precipitate channels, and a yellowish red soil. There is apparently much iron in the earth; and where most of the gold is obtained, the bed and banks of the rivers are composed of coarse gravel, intermingled with sand and a yellowish earth. So far as I have observed or can ascertain from others, the gold is always found in the stratum of "drift" or "diluvium," unless it has been displaced by mountain torrents, or through other comparatively modern agencies. The fine gold is found on the lower portions of the streams, and is extracted from the earth by means of washing in common tin pans, and vessels of every kind which can be substituted for them. The finest portions of the earth are removed by washing and a kind of gyratory motion of the pan: the gravel is taken out with the hand, and the gold is left in the vessel, with a kind of black, feruginous sand, not unlike that used in writing. The residue (gold and sand) is then left upon a board or cloth, to dry, when the sand is blown off with a common bellows or the mouth, while the greater specific gravity of the gold causes it to remain behind. Much of the finest of the gold is thus blown off with the sand and lost.

Vast numbers of rude machines, resembling nursery

cradles, are used in this business. The rocking of the cradle answers to the gyratory motion of the pan, the water, mud, and fine sand escaping from the foot of the machine, over a series of small cross-bars on its bottom, which are sufficient impediments to stop the more coarse particles of gold. Over the head of the cradle is a coarse sieve, upon which the auriferous earth is placed, and, the machine being in motion, water is poured upon the sieve, and the gold sand, and fine earthy matter is thus taken into the body of the machine, while the gravel is rejected. All these methods are more or less imperfect, and the process by amalgamation with quicksilver has not been adopted up to this date. It is supposed that at least one-half the gold contained in a given quantity of earth is lost by the imperfect measures taken for cleansing it.

As the workmen ascend the streams into the mountains, the gold becomes coarser and more massive. On the lower portions of the streams it is found in thin, flat particles, resembling small golden fish scales. Higher in the mountains it is found varying in size, from the finest particles to pieces of five or six ounces in weight, and of all conceivable forms. Many of the largest pieces contain small portions of quartz and other granite rock imbedded in them. The coarse gold is dug out of the crevices among the rocks, in the dry beds of mountain torrents, with pickaxes, small iron bars, spades, butcher knives, sticks, &c. &c. In many places the streams flow over strata of coarse slate or shale, standing vertically, and between the different layers the gold is deposited by the water.

* * * * *

The extent of these golden deposits it is impossible to conjecture. Gold has been found one hundred and fifty miles above Sutter's Fort. It is dug in great quantities at almost all points along Feather, Juba, and Bear Rivers, and upon the American Fork and all its tributaries, upon the Cosumnes and Stanislaus Rivers, and upon both sides of the San Joaquin River. It has

been found at Bodega, on the sea-coast, and at various points in the chain of mountains which separates the waters flowing into the San Joaquin from those which enter the Pacific, as far south as Ciudad de los Angeles. It has also been found in considerable quantities in the earth of the plains near the mission of Santa Clara. It is thus known to exist throughout a region of country of more than six hundred miles in extent, and it probably extends into Oregon.

OREGON.

THIS Territory consists of a large extent of country lying between the Rocky Mountains and the Pacific Ocean, and drained by the Columbia River and its tributaries, all falling into the Pacific. The natural boundaries of this territory are:—On the *east*, the Rocky Mountain range, along its whole extent; on the *south*, the Klamet range, or Snowy Mountains, extending along, or near the parallel of 42 deg. N. latitude and dividing it from California; on the *west*, the Pacific Ocean; and on the *north*, the Straits of Juan de Fuca, thence along the 49th deg. of N. latitude to the Rocky Mountains. Its area is 341,463 square miles.

Face of the Country, &c. Captain Charles Wilkes, commander of the United States Exploring Expedition, &c., divides Oregon into three different sections, all varying in climate, soil, and productions. They are the *western*, between the Pacific Ocean and the Cascade Mountains; the *middle* section, between the Cascade range and the Blue Mountains; and the *eastern*, between the Blue and Rocky Mountains. The western section, although much the smallest, is represented as being by far the most valuable and important, "comprising as it does the greater proportion of the arable land, or that fit for cultivation, and enjoying a climate

every way suited to the productions that are the object of man's labor for his subsistence." It extends from the 42d deg. N. latitude, along the coast of the Pacific, to the straits of Juan de Fuca, a distance of about 400 miles, with an average width of 120 miles.

The middle section extends from the 42d to the 49th parallel, with an average breadth of 160 miles. It is represented as a pastoral more than an agricultural region of country. The Columbia River passes through this and the western section, receiving all the rivers which flow from the north and the south.

The eastern section extends the whole width of Oregon, from north to south, and has an average width of 150 miles. It is represented as volcanic in character, being elevated, rough, and uneven. In this section rises all the principal rivers of Oregon, as well as some of the most important of California, the latter flowing south. Cultivation in this section has not yet been attempted, except in the neighborhood of Fort Hall, which lies on the south, and there with but little success.

As yet the greater part of Oregon is a wilderness; the settlements are mostly in the western section, while the middle and eastern sections are only thinly inhabited by a few trappers and different tribes of Indians.

DISTANCES FROM ASTORIA TO ST. LOUIS.

Astoria to Fort Wallah-Wallah.....	...	270 miles.
Fort Hall.....	490	760 "
South Pass.....	280	1,040 "
Fort Laramie.....	260	1,300 "
Westport.....	640	1,940 "
St. Louis.....	450	2,390 "

From St. Louis to New York, via Cincinnati and Wheeling, 1,730 miles. TOTAL MILES from Astoria to New York, 4,120.

DISTANCES FROM NEW YORK TO SAN FRANCISCO.

From New York to St. Louis, by the most speedy route, is about 1,500 miles; from St. Louis to Fort Leavenworth, Mo., is over 500, making over 2,000 miles, mostly by water, to start with—thence to Bent's Fort, 564 miles; to Santa Fe, 309; to San Diego, 1,050 miles further. This is the route via the river Gila. San Diego is 500 miles south of San Francisco; making the whole journey by the above route about 4,500 miles.

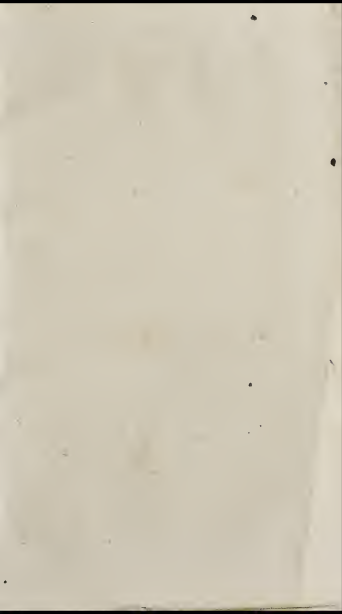
RETURN ROUTE, VIA FORT HALL AND SOUTH PASS.

Col. Swords, in his report to the Q. M. G., gives the following return route from San Francisco to Fort Leavenworth:—

To Forks of the Sacramento.....	...	196 miles.
Bear Creek.....	40	236 "
Turkey or Salmon Trout River.....	92	328 "
Down Salmon River to the Desert.....	90	418 "
Across the Desert to the Sink of Mary's River.	45	463 "
Crossing the North Fork at Mary's River.....	283	746 "
Snake River, or Lewis' Fork of Columbia River	174	933 "
Fort Hall.....	40	971 "
Bear River.....	61	1,032 "
Up Bear River.....	63	1,095 "
Green River.....	59	1,154 "
South Pass.....	72	1,226 "
Sweet Water.....	5	1,231 "
Independence Rock, Sweet River.....	100	1,331 "
North Fork of Platte River.....	50	1,381 "
Fort Laramie.....	130	1,511 "
Ash Hollow on North Fork.....	145	1,656 "
South Fork.....	21	1,677 "
Down South Fork to Big Platte.....	65	1,743 "
Head of Grand Island in Platte.....	87	1,832 "
Big Blue.....	167	1,999 "
Nemaham.....	37	2,036 "
Fort Leavenworth.....	91	2,127 "

From Fort Leavenworth to St. Louis, Missouri, by <i>steamboat</i>.....	...	600 miles.
Cincinnati, <i>by steamboat</i>	680	1,180 "
Wheeling, ".....	355	1,535 "
Baltimore, <i>stage and railroad</i>	308	1,843 "
Philadelphia, <i>railroad</i>	98	1,941 "
New York, ".....	90	2,031 "

TOTAL, from San Francisco to New York, by the speediest and most direct route, 4,158 miles.

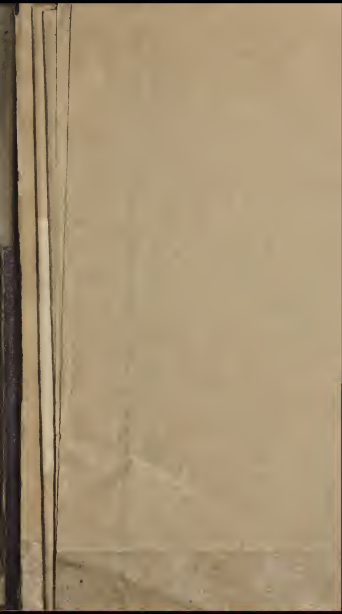


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MAP OF NORTH AMERICA

BY LEAHY SMITH.

STANDARD MEASURES

Length in Feet

Area in Acres

Volume in Cubic Feet

Weight in Pounds

Force in Pounds

Time in Hours

Temperature in Degrees

Pressure in Pounds

Velocity in Feet

Acceleration in Feet

Frequency in Hertz

Wavelength in Meters

Power in Watts

Energy in Joules

Force in Newtons

Pressure in Pascals

Temperature in Celsius

Time in Seconds

Length in Meters

Area in Square Meters

Volume in Cubic Meters

Weight in Kilograms

Force in Newtons

Pressure in Pascals

Temperature in Celsius

Time in Seconds

Length in Meters

Area in Square Meters

Volume in Cubic Meters

Weight in Kilograms

Force in Newtons

Pressure in Pascals

Temperature in Celsius

Time in Seconds

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Pressure in Pascals

Temperature in Celsius

Time in Seconds

Length in Meters

Area in Square Meters

Volume in Cubic Meters

Weight in Kilograms

Force in Newtons

Pressure in Pascals

Temperature in Celsius

Time in Seconds



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A. DURNELL & BROADWAY,
New York.
1850.

SEA BATHY
From Surface to Bottom
1000 fathoms
2000 fathoms
3000 fathoms
4000 fathoms
5000 fathoms
6000 fathoms
7000 fathoms
8000 fathoms
9000 fathoms
10000 fathoms

Quinn
GUIDE TO
NEW MEXICO
CALIFORNIA
Oregon
1881 & 1882